SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

110

11/27/06

109

TIME TABLE

FOR THE

WESTERN DIVISION.

To Take Effect Saturday, August 18, 1906, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time table as circumstances may require.

E. E. CALVIN,	G. F. RICHARDSON,	W. S. PALMER,
General Manager.	*Superintendent of Transportation.*	*Gen'l Superintendent.*

WESTERN DIVISION: Main Line—San Francisco and Port Costa.

East Bound.

FROM SAN FRANCISCO.

TIME TABLE
No. 109
AUG. 18, 1906.

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	Third Class.						First Class.																	DISTANCE FROM SAN FRANCISCO.	STATIONS. (Foot-note *)		
	246	250	268	220	222	202	16	§14	10	6	48	26	44	18	50	2	8	46	12	4	84	42	20				
	Fresno Freight	Tracy Freight	Way Freight	C. P. Through Freight	Oregon Freight	Sacramento Freight	Oregon Express	Reno Passenger	Fast Mail	C. P. Atlantic Express	Vallejo and Sacramento Passenger	The Owl	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger	Stockton, Raymond & Fresno Passenger	Overland Limited	Los Angeles Passenger	Martinez Passenger	Oregon Express	C. P. Atlantic Express	Bakersfield Passenger	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger				
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
							PM LV 8.20	PM LV 7.00	PM LV 6.40	PM LV 6.00	PM LV 5.20	PM LV 5.00	PM LV 4.00	PM LV 3.40	PM LV 3.20	AM LV 11.00	AM LV 10.20	AM LV 9.40	AM LV 10.00	AM LV 9.00	AM LV 8.20	AM LV 7.40	AM LV 7.00	0.00	Via Oakland Ferry DN S. FRANCISCO	4.50	
							8.38	7.18	6.58	6.18	5.38	5.18	4.18	3.58	3.38	11.18	10.38	9.58	10.18	9.18	8.38	7.58	7.18	4.50	DN OAKL'D PIER		
W							PM LV 8.53	PM LV 7.30	PM LV 7.10	PM LV 6.34	PM LV 5.48	PM LV 5.28	PM LV 4.28	PM LV 4.08	PM LV 3.48	AM LV 11.30	AM LV 10.48	AM LV 10.05	AM LV 10.30	AM LV 9.30	AM LV 8.47	AM LV 8.07	AM LV 7.28	4.50	DN OAKLAND PIER	1.39	
Term. Yard TYWCO	PM LV 11.20	AM LV 11.05	AM LV 7.40	AM LV 4.20	AM LV 1.00	AM LV 12.01																		5.89	DN.West Oakland	0.60	4
16,273	11.30	11.15	7.48	4.30	1.10	12.10	s 9.00	s 7.36	s 7.16	s 6.41	s 5.54	s 5.35	s 4.34	s 4.14	s 3.53	s11.37	s10.54	s10.11	s10.37	s 9.37	s 8.53	s 8.13	s 7.34	6.49	D Oakland	1.14	
21,829																								7.63	Emery	1.12	3
6,222							9.04	7.40	7.20	6.46	5.58	5.39	4.38	4.18	3.57	11.41	10.58	10 15	10.42	9.42	8.57	8.16	7.39	8.75	D Stock Yards	1.67	
49,679							9.07	7.43	7.23	6.50	6.01	5.42	4.41	† 4.22	4.00	11.44	11.02	†10.18	10.45	9.45	9.00	8.18	† 7.43	10.42	West Berkeley	0.73	3
6,564							9.08	7.44	7.24	6.51	6.02	5.43	4.42	4.23	4.01	11.45	11.03	10.19	10.46	9.46	9.01	8.19	7.44	11.15	Corbin	0.53	
2,704														f				f					f	11.68	Fleming	0.50	
1,672							9.10	7.46	7.26	6.53	6.04	5.45	4.44	4.25	4.03	11.47	11.05	10.21	10.48	9.48	9.03	8.21	7.46	12.18	Nobel	0.59	3
4,118														f				f					f	12.77	Point Isabel (Spur)	1.15	
8,817							9 13	7.49	7.28	6.56	6.07	5.48	4.46	s 4.29	4.07	11.49	11.08	s10.25	10.50	9.50	9.06	8.24	s 7.50	13.92	D Stege	2.10	
3,353							9.16	7.52	7.31	6.59	6.10	5.51	4.49	s 4.33	f 4.10	11.52	s11.11	s10.28	s10.53	9.53	9.09	8.27	s 7.54	16.02	D Richmond	1.57	3
17,722 W							9.18	7.54	7.33	7.01	6.12	5.53	4.52	s 4.36	† 4.12	11.54	11.14	s10.31	10.56	9.56	9.11	8.29	s 7.58	17.59	DN San Pablo	2.13	
10,563							9.22	7.58	7.36	7.05	6.15	5.57	4.55	s 4.41	4.16	11.57	11.18	f10.36	10.59	9.59	9.14	8.33	s 8.02	19.72	Giant	1.10	2
6,185							9.24	8.00	7.38	7.07	6.17	5.59	4.57	4.43	* 4.18	11.59	11.20	f10.38	11.01	10.01	9.16	8.36	8.05	20.82	Sobrante	3.20	1
8,535							9.29	8.06	7.44	7.12	* 6.22	6.04	5.02	s 4.50	s 4.24	PM 12.04	11.26	s10.46	11.06	10.06	9.21	8.41	s 8.12	24.02	D Pinole	0.78	4
3,508																								24.80	Hercules	1.66	3
3,337							9.33	8.11	7.48	7.16	6.26	6.08	5.05	s 4.55	4.28	12.07	11.30	s10.51	11.10	10.10	9.25	8.44	s 8.18	26.46	Rodeo	1.02	
2,238																								27.48	Oleum (Spur)	0.66	4
9,170							9.36	8.15	7.51	7.19	6.29	6.11	5.08	5.00	f 4.32	12.11	11.34	f10.55	11.13	10.13	9.28	8.48	f 8.22	28.14	Tormey	0.87	
9,514							9.37	8.16	7.52	7.21	s 6.30	6.12	5.09 5.15	s 5.02	f 4.33	12.12	s11.35	s10.57	11.14	10.14	9.29	8.50 8.56	s 8.23	29.01	D VALLEJO JUNC.	0.96	
21,603							9.39	8.18	7.54	7.24	6.32	6.14	s 5.18	* 5.04	s 4.35	12.14	11.37	s10.59	11.16	10.16	9.31	s 8.58	s 8.26	29.97	D Crockett	2.20	1
74,235 TCWO	AM 12.50 AM AR	PM 12.55 PM AR	PM 12.40 PM AR	5.50 AM AR	2.35 AM AR	1.30 AM AR	s 9.43 PM AR	s 8.23 PM AR	7.58 PM AR	s 7.30 PM AR	s 6.36 PM AR	s 6.18 PM AR	s 5.25 PM AR	s 5.10 PM AR	s 4.40 PM AR	12.20 PM AR	s11.42 AM AR	s11.04 AM AR	s11.20 AM AR	s10.20 AM AR	s 9.35 AM AR	s 9.05 AM AR	s 8.33 AM AR	32.17	DN PORT COSTA		3
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(32.17)		
	1.30	1.50	5.00	1.30	1.35	1.29	0.50	0.53	0.48	0.56	0 48	0.50	0.57	1.02	0.52	0.50	0.54	0 59	0.50	0.50	0 48	0.58	1 05		Time over District		
	17.52	14.83	5.25	17.52	16.59	17.71	33.20	31.83	34.59	29.65	34.59	33.20	29.13	26.78	31.92	33.20	30 74	28.14	33.20	33.20	34.59	28.62	25 54		Average speed per hour		

Double Track.

NOTE CAREFULLY.—*No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 23 for special rules on double track.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

Trains will stop as follows:

At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44 and 46 on signal.
§ No. 14, Sundays, makes same stops as No. 18 and 50, Steame
connects Vallejo Junction for Vallejo.

WESTERN DIVISION: Main Line—San Francisco and Port Costa.

TOWARD SAN FRANCISCO.

West Bound.

See Foot-note below.

Double Track.

Minimu tions for freight trains	TIME TABLE No. 109 AUG. 18, 1906.	DISTANCE FROM PORT COSTA.	First Class.							
			13	15	25	41	81	17	47	49
	STATIONS. (Foot-note *)		Reno Passenger	California Express	The Owl	Santa Rosa, Calistoga & San Ramon Passenger	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno and Stockton Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	DN S. FRANCISCO (Via Oakland Ferry)	32.17	A M AR 7.08	A M AR 8.48	A M AR 8.48	A M AR 9.28	A M AR 10.28	A M AR 10.48	A M AR 11.28	P M AR 12.08
	4.50 DN OAKL'D PIER.	27.67	6.48	8.28	8.28	9.08	10.08	10.28	11.08	P M 11.48
	DN OAKLAND PIER	27.67	A M AR 6.40	A M AR 8.10	A M AR 8.20	A M AR 9.02	A M AR 10.02	A M AR 10.15	A M AR 11.03	A M AR 11.42
	1.39 DN West Oakland	26.28								
	0.60 D Oakland	25.68	s 6.34	s 8.03	s 8.14	s 8.55	s 9.56	s10.08	s10.58	s11.34
	1.14 Emery	24.54								
	1.12 D Stock Yards	23.42	6.29	7.58	8.08	8.49	9.52	10.03	10.53	11.31
	1.67 West Berkeley	21.75	6.26	7.54	8.05	8.45	9.48	* 9.59	10.50	11.28
	0.73 Corbin	21.02	6.25	7.53	8.04	8.43	9.47	9.58	10.49	11.27
28	0.53 Fleming	20.49				f		f		
	0.50 Nobel	19.99	6.23	7.51	8.02	8.41	9.45	9.56	10.47	11.25
	0.59 Point Isabel (Spur)	19.40								
	1.15 D Stege	18.25	f 6.20	7.47	7.59	s 8.37	9.42	f 9.52	10.44	11.22
14 20	2.10 D Richmond	16.15	f 6.17	7.44	7.56	s 8.33	9.39	s 9.48	10.41	s11.19
	1.57 DN San Pablo	14.58	6.15	7.42	7.53	s 8.30	9.37	f 9.46	10.39	11.17
	2.13 Giant	12.45	6.11	7.38	7.49	f 8.25	9.34	f 9.41	10.36	f11.13
	1.10 Sobrante	11.35	6.09	7.36	7.47	8.23	9.32	f 9.39	10.34	11.11
	3.20 D Pinole	8.15	6.04	7.30	7.41	s 8.17	9.27	f 9.33	10.29	s11.05
	0.78 Hercules	7.37								
37	1.66 Rodeo	5.71	6.00	7.26	7.36	s 8.12	9.23	f 9.28	10.25	f11.01
	1.02 Oleum (Spur)	4.69								
	0.66 Tormey	4.03	5.57	7.22	7.32	f 8.08	9.19	9.24	10.22	10.57
	0.87 D VALLEJO JUNC.	3.16	5.56	7.21	7.31	8.07 8.01	9.18	s 9.23	s10.21	s10.56
	0.96 D Crockett	2.20	5.54	7.19	7.29	s 7.57	9.16	* 9.21	s10.17	*10.53
	2.20 DN PORT COSTA.	0.00	s 5.50 A M LV	s 7.15 A M LV	7.25 A M LV	7.52 A M LV	9.12 A M LV	s 9.17 A M LV	s10.12 A M LV	10.49 A M LV
	(32.17)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	Time over District		0.50	0.55	0.53	1.10	0.50	0.58	0.51	0.53
	Average speed per hour		33.20	30.18	31.33	25.94	33.20	28.62	32.55	31.33

STATIONS.	DISTANCE FROM PORT COSTA.	First Class.									
		9	3	5	83	1	43	11	45	7	19
		Fast Mail	C. P. Pacific Express	C. P. Pacific Express	Bakersfield Passenger	Overland Limited	Santa Rosa, Calistoga & San Ramon Passenger	California Express	Martinez Passenger	Los Angeles Passenger	Sacramento Passenger
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN S. FRANCISCO (Via Oakland Ferry)	32.17	P M AR 12.28	P M AR 12.48	P M AR 4.28	P M AR 4.48	P M AR 5.48	P M AR 6.08	P M AR 6.28	P M AR 6.48	P M AR 7.08	P M AR 7.28
4.50 DN OAKL'D PIER.	27.67	12.08 P M	12.28	4.08	4.28	5.28	5.48	6.08	6.28	6.48	7.08
DN OAKLAND PIER	27.67	A M AR 11.55	P M AR 12.18	P M AR 3.53	P M AR 4.15	P M AR 5.12	P M AR 5.44	P M AR 6.02	P M AR 6.14	P M AR 6.36	P M AR 7.02
1.39 DN West Oakland	26.28										
0.60 D Oakland	25.68	s11.49	s12.12	s 3.47	s 4.08	s 5.05	s 5.39	s 5.56	s 6.08	s 6.30	s 6.55
1.14 Emery	24.54										
1.12 D Stock Yards	23.42	11.44	12.08	3.41	4.03	4.59	5.34	5.50	6.03	6.24	6.49
1.67 West Berkeley	21.75	11.41	12.05	3.38	4.00	4.55	5.31	5.46	* 5.59	6.21	* 6.45
0.73 Corbin	21.02	11.40	12.04	3.37	3.59	4.54	5.30	5.45	5.58	6.20	6.44
0.53 Fleming	20.49								f		
0.50 Nobel	19.99	11.38	12.02	3.35	3.57	4.52	5.28	5.43	5.56	6.18	6.41
0.59 Point Isabel (Spur)	19.40								f		
1.15 D Stege	18.25	11.36	P M 11.59	3.32	3.54	4.48	5.26	5.41	s 5.52	6.14	* 6.38
2.10 D Richmond	16.15	11.34	11.56	3.28	3.51	4.45	5.23	* 5.38	s 5.48	6.11	f 6.35
1.57 DN San Pablo	14.58	11.32	11.54	3.26	3.49	4.42	5.21	5.36	s 5.45	6.08	* 6.32
2.13 Giant	12.45	11.30	11.51	3.22	‡ 3.45	4.38	5.18	5.33	f 5.40	6.04	6.27
1.10 Sobrante	11.35	11.28	11.49	3.20	3.43	4.36	5.16	5.31	f 5.38	6.02	6.25
3.20 D Pinole	8.15	11.23	11.44	3.15	s 3.38	4.31	5.12	5.26	s 5.31	5.57	s 6.20
0.78 Hercules	7.37										
1.66 Rodeo	5.71	11.19	11.40	3.11	3.34	4.26	5.08	5.22	s 5.27	5.52	6.15
1.02 Oleum (Spur)	4.69										
0.66 Tormey	4.03	11.17	11.37	3.07	3.31	4.22	5.05	5.18	f 5.22	5.47	6.11
0.87 D VALLEJO JUNC.	3.16	11.16	*11.36	* 3.06	s 3.30	4.21	5.04 4.57	5.17	s 5.21	5.46	s 6.10
0.96 D Crockett	2.20	11.14	11.34	3.04	3.28	4.19	s 4.53	* 5.15	s 5.18	5.44	s 6.05
2.20 DN PORT COSTA.	0.00	11.10 A M LV	11.30 A M LV	s 3 00 P M LV	3.24 P M LV	4.15 P M LV	4.48 P M LV	s 5.10 P M LV	5.13 P M LV	5.40 P M LV	s 6.00 P M LV
(32.17)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Time over District		0.45	0.48	0.53	0.51	0.57	0.56	1.02	1.01	0.56	1.02
Average speed per hour		36.89	34.59	31.33	32.55	29.12	33.88	26.78	27.21	27.54	26.78

STATIONS.	DISTANCE FROM PORT COSTA.	Third Class.							
		201	265	219	241	249	267	217	221
		Oregon & Red Bluff Freight	Freight	Ogden Freight	El Paso Freight	Tracy Freight	Way Freight	Ogden Freight	Portland Fast Freight
		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
DN S. FRANCISCO (Via Oakland Ferry)	32.17								
4.50 DN OAKL'D PIER.	27.67								
DN OAKLAND PIER	27.67								
1.39 DN West Oakland	26.28	A M AR 1.30	A M AR 4.15	A M AR 6.30	A M AR 9.50	P M AR 3.30	P M AR 5.25	P M AR 8.05	P M AR 9.15
0.60 D Oakland	25.68	1.20	4.05	6.20	9.40	3.20	5.15	7.55	9.05
1.14 Emery	24.54								
1.12 D Stock Yards	23.42								
1.67 West Berkeley	21.75								
0.73 Corbin	21.02								
0.53 Fleming	20.49								
0.50 Nobel	19.99								
0.59 Point Isabel (Spur)	19.40								
1.15 D Stege	18.25								
2.10 D Richmond	16.15								
1.57 DN San Pablo	14.58								
2.13 Giant	12.45								
1.10 Sobrante	11.35								
3.20 D Pinole	8.15								
0.78 Hercules	7.37								
1.66 Rodeo	5.71								
1.02 Oleum (Spur)	4.69								
0.66 Tormey	4.03								
0.87 D VALLEJO JUNC.	3.16								
0.96 D Crockett	2.20								
2.20 DN PORT COSTA.	0.00	12.01 A M LV	2.45 A M LV	5.05 A M LV	8.20 A M LV	2.00 P M LV	2.15 P M LV	6.32 P M LV	7.45 P M LV
(32.17)		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
Time over District		1.29	1.30	1.25	1.30	1.30	3.10	1.33	1.30
Average speed per hour		17.71	17.52	18.55	17.52	17.52	8.29	16.95	17.52

NOTE CAREFULLY.—* No train order semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett, but these stations are telegraph offices.

See page 23 for special rules on double track.

Freight trains must not exceed 30 miles per hour west of Port Costa. See freight minimum time.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

At Krieger, Nos. 45 and 17 on signal.

At Eckleys, Nos. 41 and 45 on signal.

‡ Stop on signal, Saturdays only, to receive passengers.

* No. 19 will make such stop for passengers from East or South Port Costa.

*Nos. 3 and 5 will stop at Vallejo Junction to discharge passengers from east of Sparks.

WESTERN DIVISION: Main Line—Port Costa and Sacramento and Benicia Ferry.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.							Third Class.						Second Class.			First Class.									DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 109 AUG. 18, 1906.	n sta- nutes.	Flagging distance express in number of poles	
	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	276 Marysville Freight	270 Red Bluff Freight	274 Way Freight	272 Portland Fast Freight	222 Oregon Freight	202 Sacramento Freight		112 Davis Passenger	56 Oroville Passenger	16 Oregon Express	14 Reno Passenger	10 Fast Mail	48 Sacramento Passenger	18 Sacramento and Oroville Passenger	2 Overland Limited	12 Oregon Express	4 C. P. Atlantic Express	20 Sacramento Passenger		STATIONS.		Danger Point	Cauti Poi
	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
																PM LV 8.20	PM LV 7.00	PM LV 6.40	PM LV 5.20	PM LV 3.40	AM LV 11.00	AM LV 10.00	AM LV 9.00	AM LV 7.00	0.00	DN SAN FRANCISCO 32.17			
	PM LV 4.15	PM LV 3.00	PM LV 1.55	AM LV 9.20	AM LV 5.50	AM LV 5.05					AM LV 2.35	AM LV 1.30				PM LV 9.43	PM LV 8.23	PM LV 7.58	PM LV 6.36	PM LV 5.10	PM LV 12.20	AM LV 11.20	AM LV 10.20	AM LV 8.33	32.17	Benicia Ferry DN PORT COSTA 1.08			
	4.30 PM AR	3.15 PM AR	2.05 PM AR	9 35 AM AR	6.05 AM AR	5.20 AM AR					3.25 AM AR	2.20 AM AR				10.12 PM AR	8.45 PM AR	8.13 PM AR	6.55 PM AR	5.30 PM AR	12.45 PM AR	s11.45 AM AR	10.50 AM AR	8.50 AM AR	33.25	DN BENICIA			
18,776 WTC									AM LV 7.05		AM LV 3.25	AM LV 2.20				PM LV s10.12	PM LV s 8.45	PM LV 8.13	PM LV Foot-note s 6.55	PM LV s 5.30	PM LV 12.45	AM LV s11.45	AM LV s10.50	AM LV s 8.50	33.25	Double Track. DN BENICIA			
3,554									7.10		3.28	2.23				10.14	8.47	8.15	6.56	5.32	12.47	11.47	10.52	f 8.52	34.13	0.88 Mail Dock	2		
1,573									7.13		3.30	2.26				10.15	8.48	8.16	6.57	f 5.33	12.48	11.48	10.53	f 8.53	34.86	0.73 Army Point			
									7.16		3.32	2.29				10.17	8.50	8.17	6.58	Foot-note 5.36	12.49	11.50	Foot-note 10.55	Foot-note 8.54	35.54	0.68 Arsenal	6		
6,580 W									7.30		3.48	2.43				10.23	8.57	8.22	7.03	f 5.42	12.54	11.57	11.02	f 9.01	39.01	3.47 DN.Goodyear			
860																	**			f				f	40.04	1.03 ★ Hoyt (Spur)	6		
3,046									7.47		4.00	3.14				10.32	** 9.06	8.26	7.10	f 5.52	1.01	PM 12.05	11.10	f 9.09	43.19	3.15 Cygnus			
2,053									7.50		4.03	3.17				10.34	** 9.08	8.28	7.12	f 5.54	1.03	12.07	11.12	f 9.11	44.19	1.00 Teal			
3,531									8.00		4.11	3.25				10.39	9.13	8.32	7.17	6.00	1.07	12.12	11.17	9.16	46.63	2.44 Sprig	8		
31,646 WCTYO									8.15 9.50		4.22	3.35 4.52				s10.45	s 9.19	8.37	s 7.22	s 6.07	1.11	s12.18	s11.22	Foot-note s 9.23	49.50	2.87 DN.SUISUN			
7,038									10.24		4.45	5.10				10.51	9.24	8.41	7.26	s 6.13	1.16	12.24	11.27	s 9.29	52.68	3.18 D ★Tolenas	3		
944																				f				f	54.83	2.15 Vanden	3		
6,702									11.00		5.05	5.30				10.58	9.32	8.45	7.31	f 6.22	1.22	12.32	11.33	f 9.38	56.35	1.52 Cannon		14	20
12,978 WTCY									11.40		5.20	5.53				11.05	s 9.40	8.50	7.36	s 6.33	1.27	s12.40	s11.40	s 9.48	60.32	3.97 DN ELMIRA	4		
4,482									PM 12.15		5.45	6.20				11.12	9.48	8.55	7.42	s 6.42	1.33	12.48	11.47	s 9.57	65.15	4.83 D Batavia	5		
11,479 W									12.45 1.40		5.53	7.01				11.18	s 9.54	8.59	7.47	s 6.49	Foot-note 1.40	12.55	11.52	s10.08	68.50	3.35 DN Dixon	3		
6,828									2.10		6.05	7.32				11.26	10.02	9.03	7.52	f 6.58	1.46	1.03	11.58 PM	f10.16	72.77	4.27 Tremont	4		
307																									75.56	2.79 Briggston (Spur)	3		
16,970 WCY							PM LV 6.30	PM LV 5.55	2.38	AM LV 11.40	6.20 6.45	8.00		PM LV 3.25	AM LV 7.25	11.33	s10.10	9.08	7.57	7.04 7.15	1.51	s 1.10 PM AR	s12.05	10.25 10.30	76.56	1.00 DN.DAVIS	1		
854														f						f				f	80.28	3.72 Swingle (Spur)	5		
4,612							7.00	6.10	3.22 3.51	11.55	7.15	8.35		f† 3.32	7.33	11.41	10.18	9.15	8.04	7.23	1.57		12.15	10.38	81.44	1.16 DN Webster			
1,635							7.08	6.20	4.07	P.M 12.06	7.25	8.47		3.45	7.39	11.46	10.24	9.20	8.09	7.29	2.01		12.21	10.44	84.87	3.43 Kobe			
261																									86.24	1.37 Lovdal (Spur)	6		
2,192							7.14	6.29	4.20	12.14	7.34 8.00	9.02		3.49	7.44	11.52	10.29	9.24	8.14	7.34	2.07		12.27	10.49	87.64	1.40 Mikon			
Term. Yard WCTO							7.25 PM AR	6.40 PM AR	4.30 PM AR	12.25 PM AR	8.15 AM AR	9.10 AM AR		3.55 PM AR	7.50 AM AR	11.58 PM AR	10.35 PM AR	9.30 PM AR	8.20 PM AR	7.40 PM AR	2.15 PM AR		12.35 PM AR	10.55 AM AR	89.79	2.15 DN.SACRAMENTO (56.54)	4		
	Daily	Daily	Ex. Sun. Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
							0 55	0.45	9.25	0.45	4.50	6.50		0.30	0.25	1 46	1.50	1.17	1.25	2.10	1 30	1.25	1 35	2.05		Time over District			
							14.43	17.64	8.07	17.64	14.10	10.18		26 46	31.75	32.00	30.84	44 05	39.91	27.48	37.69	30 57	35 71	27 14		Average speed per hour			

FOOT-NOTES.—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.
No. 5 will wait at Dixon until 1.45 p. m. for No. 2. No. 5 take siding.
Nos. 17 and 20, 9 and 4, 19 and 18, 48 and 221, may on their rights meet on double track between Arsenal and Benicia.
No. 269 daily except Monday.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card before leaving Benicia or Davis, except Nos. 2, 48, 10 and 16, which may be cleared at Davis by semaphore.

★ Hoyt frog out.
★ Tolenas—No train order semaphore.

Trains will stop as follows:

At Joyce, Trains Nos. 18 and 20 on signal and 14 on signal Tuesdays a Saturdays only.

** Stops Tuesdays and Saturdays during shooting season.

† At Sheep Camp, 1½ miles east of Webster, Train No. 54 on signal Sundays only.

WESTERN DIVISION: Main Line—Port Costa and Sacramento and Benicia Ferry.

TIME TABLE
No. 109
AUG. 18, 1906.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expressed in number of poles.		[illegible] between sta- [illegible]			DISTANCE FROM SACRAMENTO.	First Class.								
Danger Point	Caution Point		STATIONS.			13 Reno Passenger Daily	15 California Express Daily	17 Oroville and Sacramento Passenger Daily	47 Sacramento Passenger Daily	9 Fast Mail Daily	5 C. P. Pacific Express Daily	1 Overland Limited Daily	11 California Express Daily	19 Sacramento Passenger Daily
			DN SAN FRANCISCO 32.17		89.79	AM AR 7.08	AM AR 8.48	AM AR 10.48	AM AR 11.28	PM AR 12.28 PM	PM AR 4.28	PM AR 5.48	PM AR 6.28	PM AR 7.28
			DN PORT COSTA 1.08	Benicia Ferry	57.62	AM AR 5.50	AM AR 7.15	AM AR 9.17	AM AR 10.10	AM AR 11.10	PM AR 3.00	PM. AR 4.15	PM AR 5.10	PM AR 6.00
			DN BENICIA		56.54	5.25 AM LV	6.45 AM LV	8.55 AM LV	9.50 AM LV	10.55 AM LV	2.35 PM LV	3.50 PM LV	4.47 PM LV	5.38 PM LV
		3	DN. BENICIA 0.88	Double Track.	56.54	AM AR s 5.25	AM AR s 6.45	AM AR s 8.55	AM AR s 9.50	AM AR 10.55	PM AR s 2.35	PM AR s 3.50	PM AR s 4.47	PM AR s 5.38
			Mail Dock 0.73		55.66	5.20	6.41	8.49	9.46	10.52	2.30	3.47	4.42	f 5.35
		12	Army Point 0.68		54.93	5.18	6.39	f 8.48	9.44	10.51	2.29	3.45	4.41	f 5.33
			Arsenal 3.47		54.25	5.17	6.38	Foot-note 8.47	9.43	Foot-note 10.50	2.28	3.43	4.39	Foot-note 5.32
			DN. Goodyear 1.03		50.78	5.12	6.32	s 8.40	9.38	10.45	2.23	3.38	4.33	s 5.23
		8	* Hoyt (Spur) 3.15		49.75			f						f
			Cygnus 1.00		46.60	5.04	6.24	f 8.32	9.33	10.40	2.17	3.31	4.25	f 5.13
		12	Teal 2.44		45.60	5.02	6.22	f 8.30	9.31	10.38	2.15	3.29	4.23	f 5.11
			Sprig 2.87		43.16	4.57	6.17	8.25	9.27	10.33	2.11	3.25	4.19	5.05
		6	DN. SUISUN 3.18		40.29	s 4.52	s 6.12	s 8.20	Foot-note s 9.23	10.28	2.07	3.20	s 4.14	s 4.58
		4	D ⋆Tolenas 2.15		37.11	4.45	6.06	s 8.13	9.18	10.24	2.02	3.15	4.07	s 4.50
		3	Vanden 1.52		34.96			f						f
14	20	8	Cannon 3.97		33.44	4.38	5.59	f 8.05	9.12	10.21	1.57	3.09	4.01	f 4.42
		10	DN. ELMIRA 4.83		29.47	s 4.32	s 5.53	s 7.58	9.06	10.17	1.52	3.03	s 3.55	s 4.35
		6	D Batavia 3.35		24.64	4.23	5.45	s 7.47	8.58	10.12	1.45	2.56	⋆ 3.45	s 4.21
		9	DN. Dixon 4.27		21.29	4.18	5.39	s 7.41	8.53	10.08	Foot-note 1.40	2.51	s 3.38	s 4.14
			Tremont 2.79		17.02	4.12	5.32	f 7.32	8.48	10.02	1.29	2.44	3.32	f 4.07
		8	Briggston (Spur) 1.00		14.23									
			DN. DAVIS 3.72		13.23	s 4.05	s 5.25	s 7.25	8.43	9.58	1.23	2.38	3.25 PM LV	s 4.01
		10	Swingle (Spur) 1.16		9.51			f						f
			DN. Webster 3.43		8.35	3.57	5.15	7.15	8.35	9.53	1.16	2.30		3.51
		12	Kobe 1.37		4.92	3.50	5.10	7.10	8.30	9.49	1.10	2.25		3.45
			Lovdal (Spur) 1.40		3.55									
		7	Mikon 2.15		2.15	3.46	5.06	7.06	8.26	9.46	1.06	2.21		3.41
			DN. SACRAMENTO (56.54)		0.00	3.40 AM LV	5.00 AM LV	7.00 AM LV	8.20 AM LV	9.40 AM LV	1.00 PM LV	2.15 PM LV		3.35 PM LV
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
			Time over District			1.45	1.45	1.55	1.30	1.15	1.35	1.35	1.22	2.03
			Average speed per hour			32.31	32.31	29.50	37.69	45.23	35.71	35.71	30.68	29.12

		Second Class.			Third Class.										
STATIONS.	DISTANCE FROM SACRAMENTO.	53 Marysville Passenger Daily	111 Davis Passenger Daily	55 Oroville Passenger Daily	273 Way Freight Daily Ex. Sun.	271 Portland Fast Freight Daily	275 Marysville Freight Daily	269 Red Bluff Freight Daily Ex. Mon.	221 Portland Fast Freight Daily	201 Oregon and Red Bluff Freight Daily	219 Ogden Freight Daily	Steamer Trip Daily	Steamer Trip Daily	Steamer Trip. Daily	Steamer Trip Daily
DN SAN FRANCISCO 32.17	89.79														
DN PORT COSTA 1.08	57.62				PM AR 1.50				PM AR 7.45	AM AR 12.01 AM	AM AR 5.05	AM AR 2.35	AM AR 11.55	PM AR 8.23	PM AR 9.00
DN BENICIA	56.54				1.25 PM LV				6.55 PM LV	11.10 PM LV	4.15 AM LV	2.20 AM LV	11.45 AM LV	8.13 PM LV	8.45 PM LV
DN. BENICIA 0.88	56.54				PM AR 1.25				PM AR Foot-note 6.55	PM AR 11.10	AM AR 4.15				
Mail Dock 0.73	55.66				1.20				6.49	11.05	4.10				
Army Point 0.68	54.93				1.15				6.40	11.02	4.07				
Arsenal 3.47	54.25				1.12				6.35	11.00	4.03				
DN. Goodyear 1.03	50.78				12.54				6.18	10.50	3.48				
* Hoyt (Spur) 3.15	49.75														
Cygnus 1.00	46.60				12.05				5.52	10.32	3.14				
Teal 2.44	45.60				PM 11.57				5.40	10.20	3.05				
Sprig 2.87	43.16				11.42				5.20	9.40	2.55				
DN. SUISUN 3.18	40.29				11.22 9.50				4.58	9.19	2.43				
D ⋆Tolenas 2.15	37.11				9.29 9.08				4.32	8.41	2.15				
Vanden 1.52	34.96														
Cannon 3.97	33.44				8.30				4.15	8.18	1.55				
DN. ELMIRA 4.83	29.47				7.58				3.55	8.00	1.41				
D Batavia 3.35	24.64				7.20				3.24	7.42	1.23				
DN. Dixon 4.27	21.29				7.01				3.13	7.15	1.11				
Tremont 2.79	17.02				6.37				3.00	6.58	12.55				
Briggston (Spur) 1.00	14.23														
DN. DAVIS 3.72	13.23	AM AR 10.25	PM AR 1.05	PM AR 7.10	6.20 5.45	AM AR 6.25	AM AR 9.00	AM AR 9.40	2.38	6.30 5.55	12.42				
Swingle (Spur) 1.16	9.51		f	f											
DN. Webster 3.43	8.35	f10.15	12.54	7.00	5.15	6.00	8.35	9.23	1.57	5.35	12.20				
Kobe 1.37	4.92	10.10	12.47	6.55	4.50	5.49	8.10	9.12	1.35	5.23	12.05				
Lovdal (Spur) 1.40	3.55														
Mikon 2.15	2.15	10.06	12.41	6.51	4.38	5.40	8.00	9.02	1.27	5.15	AM 11.52				
DN. SACRAMENTO (56.54)	0.00	10.00 AM LV	12.35 PM LV	6.45 PM LV	4.30 AM LV	5.30 AM LV	7.50 AM LV	8.50 AM LV	1.20 PM LV	5.05 PM LV	11.30 PM LV.				
		Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Time over District		0.25	0.30	0.25	8.55	0.55	0.50	0.50	5.35	6.05	4.45				
Average speed per hour		31.75	26.46	31.75	8.83	14.43	15.87	15.87	10.12	10.28	11.90				

⋆Tolenas—No train order semaphore.

FOOT-NOTES.—No. 47 will wait at Suisun until 9.26 a. m. for No. 20.
No. 5 will wait at Dixon until 1.45 p. m. for No. 2. No. 5 take siding.
Nos. 17 and 20, 9 and 4, 19 and 18, 48 and 221 may on their rights meet on double track between Arsenal and Benicia.
No. 269 daily except Monday.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains must get clearance card before leaving Sacramento or Davis, except Nos. 1, 5, 9 and 47, which may be cleared at Davis by semaphore.

Trains will stop as follows:

At Joyce, Trains Nos. 17 and 19 on signal.

⋆ No. 11 will stop only to leave passengers from north of Davis.

* Hoyt frog out.

WESTERN DIVISION: Main Line, Port Costa and Tracy.

East Bound.

FROM SAN FRANCISCO.

TIME TABLE
No. 109.
AUG. 18, 1906.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class.			Second Class.				First Class.					DISTANCE FROM SAN FRANCISCO.	STATIONS.	Minimum running time between stations for passenger tr[illegible] minutes.	
	250 Tracy Way Freight Daily Ex. Sun.	220 C. P. Through Freight Daily	246 Fresno Freight Daily	144 San Ramon Passenger Daily	146 Martinez Passenger Daily	142 San Ramon Passenger and Freight Daily Ex. Sun.	60 San Ramon Passenger Sunday Only	6 C. P. Atlantic Express Daily	26 The Owl Daily	50 Stockton, Raymond & Fresno Passenger Daily	8 Los Angeles Passenger Daily	84 Bakersfield Passenger Daily				
				PM LV 4.00	AM LV 9.40	AM LV 7.40	AM LV 7.40	PM LV 6.00	PM LV 5.00	PM LV 3.20	AM LV 10.20	AM LV 8.20	0.00	SAN FRANCISCO 32.17		
74,235 WTC	PM LV 1.00	AM LV 5.50	AM LV 12.50	PM LV **5.38**	AM LV 11.04	AM LV **9.12**	AM LV **9.12**	PM LV 7 30	PM LV **6.20**	PM LV **4.45**	AM LV 11.45	AM LV 9.37	32.17	DN. PORT COSTA 3.47	7	14
11,985 WT	**1.30**	6.03	1.03	s **5.46**	**11.14** AM AR	s 9.25	s 9.20	* 7.40	6.29	s **4.53**	s **11.54**	s 9.45	35.64	D MARTINEZ 1.24	5	
3,595				f		f	f						36.88	Ertz 0.90		
4,586				f		f	f					*	37.78	Peyton 1.37		
3,728	2.20	6.20	1.14	s 5.53 PM AR		s 9.40 AM AR	s 9.27 AM AR	7.46	6.34	f **5.00**	PM 12.01	† 9.51	39.15	D AVON 3.09	4	14
14,567	**3.03**	**6.48** **7.05**	1.25					7.50	6.39	f **5.12**	12.07	f 9.56	42.24	D Bay Point 3.26	4	
4,913	3.25	7.15	**1.45**					7.55	6.44	f 5.18	12.12	f **10.01**	45.50	McAvoy 4.39	5	
7,180 W	**4.02**	7.28	2.00					8.02	6.50	s 5.27	*12.21	Foot-note s **10.11**	49.89	DN. Cornwall 1.87	2	
1,333	4.10	7.35	2.06					8.05	6.52	f 5.29	12.24	f10.14	51.76	Los Medanos 2.30	3	
													54.06	Empire 0.48		
5,005	**4.48**	7.43	2.15					8.08	6.55	s 5.35	*12.29	s10.20	54.54	D Antioch 3.91	4	
4,456	5.10	7 58	2.28					8.15	7.01	f 5.42	12.36	f10.28	58.45	Neroly 4.25	4	
6,348 W	**5.49**	**8.21**	2.42					8.22	7.06	s **5.49**	*12.43	s **10.40**	62.70	DN. Brentwood 5.13	5	
4,940	6.20	8.45	2.58					* 8.29	7.13	s 5.58	f12.53	s10.50	67.83	D Byron 4.85	5	
3,457	6.40	**9.22**	3.13					8.37	7.19	f 6.06	1.02	f10.59	72.68	Herdlyn 3.96	4	
5,693	7.00	9.45	3.27					8.42	7.24	s 6.12	1.08	f11.07	76.64	DN. Bethany 3.41	7	
2,519	**7.29**	**10.12**	3.38					8.48	**7.29**	6.18	1.14	11.13	80.05	Janney 3.20		
Term Yard WCTYO	7.50 PM AR	10.35 AM AR	**4.00** AM AR					8.55 PM AR	7.35 PM AR	¶ 6.25 PM AR	**1.20** PM AR	¶11.20 AM AR	83.25	DN. TRACY		
	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily	Daily	Daily		(51.08)		
	6.50	4.45	3.10	0.15	0.10	0.28	0.15	1.25	1.15	1.40	1.35	1.43		Time over District		
	7.47	10.74	16.13	29.72	20 82	14.96	27 92	36.05	40.86	30.64	32.26	29.75		Average speed per hour		

☞ **FOOT-NOTE.—No. 49 will wait at Cornwall until 10:14 a. m. for No. 84.**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card before leaving Port Costa.

Trains will stop as follows:

At Nevada Dock, Trains Nos. 142, 144 and 60 on signal.

WESTERN DIVISION: Main Line—Port Costa and Tracy.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance expressed in number of poles. Danger Point	Caution Point	Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 109. AUG. 18, 1906. STATIONS.	DISTANCE FROM TRACY	First Class.						Second Class.				Third Class.			
					25 The Owl	81 Stockton and Lodi Passenger	49 Fresno and Stockton Passenger	3 C. P. Pacific Express	83 Bakersfield Passenger	7 Los Angeles Passenger	141 San Ramon Passenger	143 San Ramon Passenger and Freight	59 San Ramon Passenger	145 Martinez Passenger	241 El Paso Freight	249 Tracy Way Freight	217 Ogden Freight	265 Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily
			SAN FRANCISCO 32.17	83.25	AM AR 8.48	AM AR 10.28	PM AR 12.08	PM AR 12 48	PM AR 4.48	PM AR 7.08	AM AR 9.28	PM AR 6.08	PM AR 6.08	PM AR 6.48				
			DN PORT COSTA	51.08	AM AR s 7.25	AM AR s **9.12**	AM AR s10.47	AM AR s 11.28	PM AR s 3.24	PM AR s **5.38**	AM AR s 7.48	PM AR s **4.40**	PM AR s **4.40**	PM AR s 5.05	AM AR 8.15	PM AR 1.50	PM AR **6.15**	AM AR 2.45
		12	3.47															
14	20		D MARTINEZ	47.61	7.16	f 9.03	s10.38	**11.19**	s 3.15	s **5.28**	s 7.39	s 4.22	s 4.30	**4.53** PM LV	7.55	**1.30** PM **11.09**	**5.46** **5.18**	2.29
		11	1.24															
			Ertz	46.37							f	f	f					
			0.90															
			Peyton	45.47			f				f	f	f					
			1.37															
			D AVON	44.10	**7.10**	8.57	f10.32	11.14	3.08	* 5.20	**7.32** AM LV	4.10 PM LV	4.20 PM LV		**7.32** **7.00**	10.47	**5.00**	2.13
		7	3.09															
			D Bay Point	41.01	**7.05**	8.52	f **10.26**	11.09	f **3.03**	f **5.12**					**6.48**	**10.26**	4.35	2.00
		7	3.26															
			McAvoy	37.75	6.59	8.47	f10.19	11.04	2.58	f 5.05					6.35	**10.01**	4.22	**1.45**
		9	4.39															
			DN Cornwall	33.36	6.53	f 8.40	Foot-note s **10.11**	10.58	f 2.51	s 4.56					6.18	9.30	**4.02**	1.20
		4	1.87															
			Los Medanos	31.49	6.50	8.37	f10.05	10.56	2.47	f 4.51					6.10	9.20	3.45	1.10
		6	2.30															
			Empire	29.19														
			0.48															
			D Antioch	28.71	6.47	s 8.33	s 9.59	10.52	s 2.43	s **4.48**					5.58	9.05	3.32	12.55
		8	3.91															
14	20		Neroly	24.80	6.39	8.27	f 9.52	10.47	2.37	f 4.41					5.43	8.45	3.17	12.38
		9	4.25															
			DN Brentwood	20.55	6.33	f **8.21**	s 9.44	**10.40**	f 2.31	s 4.33					5.25	**8.21**	3.02	12.20
		11	5.13															
			D Byron	15.42	6.25	f 8.13	s 9.33	10.30	f 2.23	s 4.23					5.02	7.45	2.40	AM 11.50
		10	4.85															
			Herdlyn	10.57	6.18	8.06	f **9.22**	10.22	**2.15**	4.13					4.42	7.15	**2.15**	11.20
		8	3.96															
			DN.Bethany	6.61	6.12	8.01	s 9.15	10.17	2.10	f 4.06					4.27	6.58	1.50	11.00
		14	3.41															
			Janney	3.20	6.07	7.57	9.08	**10.12**	2.05	4.00					4.12	6.43	1.34	10.45
			3.20															
			DN. TRACY	0.00	6.02 AM LV	7.52 AM LV	9.03 AM LV	10.07 AM LV	2.00 PM LV	3.55 PM LV					**4.00** AM LV	6.30 AM LV	**1.20** PM LV	10.30 PM LV
			(51.08)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily	Daily
			Time over District		1.23	1.20	1.44	1.21	1.24	1.43	0.16	0.30	0.20	0.12	4.15	7.20	4.55	4.15
			Average speed per hour		36.92	38.31	29.47	37.84	36.48	29.75	26.17	13.96	20.94	17.35	12 02	10 25	11 48	12 02

☞ **FOOT-NOTE.—No. 49 will wait at Cornwall until 10:14 a. m. for No. 84.**

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card before leaving Tracy.

Trains will stop as follows:

At Nevada Dock, Trains Nos. 59, 141 and 143 on signal.

WESTERN DIVISION: Main Line—San Francisco and Tracy

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Station.		Third Class.				Second Class.	First Class.											DISTANCE FROM SAN FRANCISCO.		TIME TABLE No. 109 AUG. 18, 1906. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance exp in number of pole Danger Point	Cauti Poi
		288	802	280	278		40	110	88	506	38	108	58	106	32	82	502						
		Stockton & Sacramento Freight	San Jose Way Freight	San Jose Way Freight	Way Freight		San Jose Passenger	San Jose Passenger	Livermore Passenger	Wrights Passenger	Stockton and Lodi Passenger	Niles Passenger	Santa Cruz Passenger	Niles Passenger	Stockton & Sacramento Express	Stockton Passenger	Wrights Passenger						
		Daily	Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
							PM LV 6.20	PM LV 5.20	PM LV 4.40	PM LV 4.20	PM LV 4.00	PM LV 3 40	PM LV 2.00	AM LV 11.40	AM LV 8.40	AM LV 7.40	AM LV 7.20	0.00	Via Oakland Ferry	DN SAN FRANCISCO			
							6.38	5.38	4.58	4.38	4.18	3.58	2.18	11.58	8.58	7.58	7.38	4.50		4.50 DN OAKLAND PIER			
							PM LV 6.48	PM LV 5.48	PM LV 5.07	PM LV 4.48	PM LV 4.27	PM LV 4.07	PM LV 2.27	PM LV 12.07	AM LV 9.08	AM LV 8.07	AM LV 7.48	4.50	Double Track.	DN OAKLAND PIER			
Term. Yard WTYCO		PM LV **10.15**	PM LV 12.45	AM LV 11.05	AM LV 4.50													5.89		1.39 DN.West Oakland	6		
		Foot-note 10.23	Foot-note 12.52	Foot-note 11.12	Foot-note 4.57		Foot-note s 6.56	Foot-note s 5.56	Foot-note s 5.15	Foot-note s 4.57	Foot-note s 4.35	Foot-note s 4.15	Foot-note s 2.35	Foot-note s12.15	Foot-note s 9.16	Foot-note s 8.16	Foot-note s 7.57	7.60		1.71 D ★ Oakland (First St.) S. P. Co. C. D. Crossing.			
20,042	W	10.30	12.58	11.17	5.03		† 6.59	† 5.59	† 5.19	5.01	4.39	† 4.19	2.39	†12.19	s 9.20	8.19	8.01	9.30		1.70 D ★ East Oakland	3		
4,750																		10.02		0.72 23rd Ave			
3,233		10.35	1.03	11.22	5.08		s 7.03	s 6.03	s 5.23	s 5.04	s 4.42	s 4.23	s 2.42	s12.23	s 9.23	s 8.22	s 8.04	10.67		0.65 Fruitvale (No siding)	3		
410		10.37	1.04	11.24	5.10		7.04	6.04	5.24	5.05	4.43	4.24	2.43	12.24	9.24	8.23	8.05	11.24		0.57 Sather (Spur)			
6,631		10.38	1.05	11.25	5.12		f 7.05	f 6.05	f 5.25	5.06	4.44	f 4.25	2.44	f12.25	9.25	8.24	8.06	11.54		0.30 Melrose			
489																		12.62		1.08 Kohler (Spur)			
543							f	f	f	f		f		f				13.05		0.43 Fitchburg (Spur)	4		
5,198	R	10.45	1.15 PM AR	11.40	5.22		f 7.12	f 6.11	f 5.30	s 5.10 PM AR	4.48	f 4.30	s 2.48 PM AR	f12.30	9.30	8.28	s **8.10** AM AR	14.37		1.32 DN, Elmhurst			
8,528	W	10.48		11.55	5.26		s 7.14	s 6.14	s 5.35		**4.50**	s **4.33**		s12.33	s 9.33	**8.31**		15.73		1.36 D San Leandro			
803		10.53		PM 12.03	5.32		f 7.18	f 6.18	f 5.39		4.52	f 4.36		f12.37	★ 9.38	8.34		17.48		1.75 Estudillo	2		
4,540		10.56		12.10	5.34		s 7.21	s 6.20	s 5.41		4.54	s 4.38		s12.39	s 9.40	8.36		18.43		0.95 D Lorenzo	1		
10,443		11.03	TO SANTA CLARA see page 21	**12.45**	**6.04**		s 7.28	s **6.28**	s 5.48	TO SANTA CLARA see page 21	4.58	s 4.43	TO SANTA CLARA see page 21	s**12.45**	s 9.46	Foot-note ★ **8.40**	TO SANTA CLARA see page 21	21.08		2.65 D Hayward	3	1	
12,378		11.13		**1.31**	6.20		7.35	Foot-note f **6.36**	f 5.55		5.03	f 4.49		f12.53	9.54	8.46		24.98		3.90 Halvern	4		
5,786		11.21		1.45	6.38		s 7.41	s 6.42	s 6.02		5.07	s 4.54		s12.58	s10.00	8.50		27.42		2.44 D Decoto	3		
20,426	WY	11.35		**2.05** PM AR	**7.12**		s **7.47** PM AR	s 6.47 PM AR	s **6.11**		s 5.14	5.00 PM AR		1.05 PM AR	**10.05** **10.12**	s 8.58		30.20		2.78 DN NILES	3		
2,483		11.43			7.30				f 6.20		† 5.19				f10.20	9.02		32.68		2.48 Farwell	4		
3,287		11.55			8.05				s 6.29		f 5.27				s10.32	9.09		36.60		3.92 D Sunol	7		
10,648		AM 12.12			**9.17**				s 6.41		s 5.35				s10.44	s **9.17**		41.80		5.20 D Pleasanton	8		
3,504									f									43.31		1.51 Remillard	3		
11,947		12.18			9.40				6.46		Foot-note **5.41**				10.50	9.21		44.00		0.69 Eliot			
12,020	WT	12.30			10.10 **11.20**				6.55 PM AR		s 5.47				s **11.02**	s **9.27**		47.88		3.88 D Livermore	4		
1,705		12.48			PM 12.10						5.53				11.10	9.33		51.47		3.59 Ulmar	5		
4,359		1.10			12.40						f 6.01				s11.20	f **9.40**		55.97		4.50 Altamont	7		
2,239		1.30			**1.33**						6.11				f11.30	9.50		60.47		4.50 Cayley	10		
2,674		1.48			2.00						f 6.19				s11.38	f 9.57		63.93		3.46 Midway	7		
1,772		2.10			2.35						6.27				11.49	10.05		69.59		5.66 Ellis	8		
WCTYO Interm. Yard		2.20 AM AR			2.50 PM AR						6.30 PM AR				¶11.54 AM AR	10.10 AM AR		71.73		2.14 DN TRACY	3		
		Daily	Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			(71.73)			
		4.05	0.30	3.00	10.00		0.59	0.59	1.48	0.59	2.03	0.53	0.21	0.58	2.46	2.03	2.03	—		Time over District			
		16.12	19.74	8.10	7.45		26.54	26.54	24.10	26.54	32.79	29.09	27.10	26.58	24.30	32.79	32.79	—		Average speed per hour			

☞ **FOOT-NOTES.—See Special Rule, page 24, movement of trains between Oakland Pier and Fruitvale.**

No. 109 will wait at Hayward until 8.44 a. m for No. 82.
No. 107 will wait at Halvern until 6.41 p m. for No. 110.
No. 37 will wait at Eliot until 5.44 p. m. for No. 38.

No. 106 is superior to No. 105.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Oakland Pier or West Oakland.

Trains will stop as follows:

At Seminary Park, all passenger trains, except Nos. 38 and 82, on signal.
At South San Leandro, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Cherry, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Brightside, No. 88 on signal.
† At Sunol, stop on signal to receive passengers for east of Livermore.

★ No Train-order Semaphore

At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88 on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.
At Bell Spur, No. 32 on signal.

WESTERN DIVISION: Main Line—San Francisco and Tracy.

TOWARD SAN FRANCISCO.

West Bound.

Flagging distance ex[illegible]d in number of poles.			TIME TABLE No. 109 AUG. 18, 1906.				First Class.											Second Class.	Third Class.		
Danger Point	Caution Point	Minimum running time between stations for freight trains—minutes.	STATIONS.			DISTANCE FROM SACRAMENTO.	39	87	505	109	507	105	31	501	57	37	107	85	277	279	801
							San Jose Passenger	Livermore & San Jose Passenger	Wrights Passenger	San Jose Passenger	Wrights Passenger	Niles Passenger	Stockton & Sacramento Express	Wrights Passenger	Santa Cruz Passenger	Stockton Passenger	Niles Passenger	Livermore & San Jose Passenger	Way Freight	San Jose Way Freight	San Jose Way Freight
							Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily	Daily
			DN SAN FRANCISCO		Via Oakland Ferry	139.67	A M AR 7.08	A M AR 8.48	A M AR 8.48	A M AR 9.48	A M AR 10.48	P M AR 2.48	P M AR 4.08	P M AR 5.48	P M AR 7.28	P M AR 7.28	P M AR 7.48	A M AR 11.48			
			DN OAKLAND PIER	4.50		135.17	6.48	8.28	8.28	9.28	10.28	2.28	3.48	5.28	7.08	7.08	7.28	11.28			
			DN. OAKLAND PIER		Double Track.	135.17	A M AR 6.42	A M AR 8.12	A M AR 8.22	A M AR 9.14	A M AR 10.18	P M AR 2.20	P M AR 3.42	P M AR 5.20	P M AR 7.00	P M AR 7.03	P M AR 7.22	A M AR 11.12			
			DN West Oakland	1.39		133.78													P M AR 5.40	P M AR 9.40	P M AR 10.15
		5	D ★ Oakland (First St.) S. P. Co. C. D. Crossing.	1.71		132.07	s 6.33	s 8.04	s 8.14	s 9.06	s10.09	s 2.12	s 3.32	s 5.11	s 6.50	s 6.54	s 7.14	s11.03	5.30	9.33	10.07
		5	D ★ East Oakland	1.70		130.37	6.28	★ 8.00	8.10	★ 9.02	10.05	★ 2.08	s 3.28	5.07	6.46	6.50	★ 7.11	★10.58	5.18	9.27	10.00
			23d Avenue	0.72		129.65	★														
		6	Fruitvale (No siding)	0.65		129.00	Foot-note s 6.24	Foot-note s 7.56	Foot-note s 8.07	Foot-note s 8.59	Foot-note s10.02	Foot-note s 2.04	Foot-note s 3.24	Foot-note s 5.03	Foot-note s 6.42	Foot-note s 6.47	Foot-note s 7.07	Foot-note s10.55	Foot-note 5.12	Foot-note 9.20	Foot-note 9.53
			Sather (Spur)	0.57		128.43	6.23	f 7.54	8.06	8.58	10.01	2.02	3.23	5.01	6.41	6.46	7.06	s10.53	5.11	9.17	9.51
			Melrose	0.30		128.13	6.22	f 7.53	8.05	8.57	10.00	f 2.01	3.22	5.00	6.40	6.45	f 7.05	f10.52	5.10	9.15	9.50
			Kohler (Spur)	1.08		127.05															
		9	Fitchburg (Spur)	0.43		126.62	f	f				f						f			
			DN Elmhurst	1.32		125.30	f 6.16	f 7.47	8.00 A M LV	f 8.52	9.55 A M LV	f 1.56	3.17	4.53 P M LV	6.35 P M LV	6.40	f 6.59	f10.46	4.55	8.55	9.40 P M LV
			D San Leandro	1.36		123.94	s 6.14	s 7.43	FROM SANTA CLARA see page 21	s 8.50	FROM SANTA CLARA see page 21	s 1.52	s 3.14	FROM SANTA CLARA see page 21	FROM SANTA CLARA see page 21	6.37	s 6.57	s10.42	4.50 4.00	8.50	FROM SANTA CLARA see page 21
		4	Estudillo	1.75		122.19	f 6.11	f 7.39		f 8.46		f 1.48	3.11			6.35	f 6.52	f10.38	3.45	8.40	
		2	D Lorenzo	0.95		121.24	s 6.09	s 7.37		s 8.45		s 1.46	s 3.08			6.33	s 6.50	s10.36	3.40	8.35	
1	20	6	D Hayward	2.65		118.59	s 6.04	s 7.32		Foot-note s 8.40		s 1.40	s 3.03			6.28	s 6.44	s10.30	3.03	8.20	
		9	Halvern	3.90		114.69	f 5.56	f 7.23		f 8.32		f 1.31	2.56			6.21	Foot-note f 6.36	f10.21	2.33	8.05	
		5	D Decoto	2.44		112.25	s 5.52	s 7.18		s 8.28		s 1.26	s 2.51			6.16	f 6.29	s10.16	2.20	7.57	
		6	DN NILES	2.78		109.47	5.47 A M LV	7.12 7.05		8.22 A M LV		1.20 P M LV	2.45 2.37			6.11 6.06	6.21 P M LV	s10.10	2.05	7.47 P M LV	
		7	Farwell	2.48		106.99		f 6.59					‡ 2.32			‡ 6.02		f 9.58	1.44		
		12	D Sunol	3.92		103.07		s 6.51					s 2.23			s 5.54		s 9.51	1.25		
		12	D Pleasanton	5.20		97.87		s 6.41					s 2.13			s 5.45		s 9.41	1.00		
		3	Remillard	1.51		96.36		f					f					f			
		10	Eliot	0.69		95.67		6.37					2.10			Foot-note 5.41		9.36	12.20 P M		
			D Livermore	3.88		91.79		6.30 A M LV					s 2.03			s 5.32		9.30 A M LV	11.59 10.44		
		9	Ulmar	3.59		88.20							1.54			5.23			10.15		
		14	• Altamont	4.50		83.70							s 1.45			f 5.16			9.40		
		15	Cayley	4.50		79.20							† 1.33			f 5.05			9.00		
		12	Midway	3.46		75.74							f 1.25			f 4.58			8.32		
		18	Ellis	5.66		70.08							1.14			4.47			8.06		
		6	DN TRACY	2.14		67.94							1.10 P M LV			4.43 P M LV			7.55 A M LV		
			(67.23)				Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Sunday Only	Daily	Daily	Daily	Daily.	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily	Daily
			Time over District				0.57	1.42	0.22	0.52	0 23	1.00	2.32	0.27	0.25	2.19	1.01	1.42	9.45	1.53	0.35
			Average speed per hour				27.05	25.51	26.92	29.65	26.00	25.70	17.39	22.22	24.00	29 20	25.28	25.51	9.40	13.65	13.70

★ No Train-order Semaphore.

☞ **FOOT-NOTES.—See Special Rule, page 24, movement of trains between Oakland Pier and Fruitvale.**

No. 109 will wait at Hayward until 8.44 a. m. for No. 82.
No. 107 will wait at Halvern until 6.41 p. m. for No. 110.
No. 37 will wait at Eliot until 5.44 p. m. for No. 38.
No. 106 is superior to No. 105.

‖ Stops daily for railroad mail.
‡ Stop on signal daily, except Sunday, to receive passengers.

Trains will stop as follows:

At Seminary Park, all passenger trains, except Nos. 31, 37 and 109 on signal.
At South San Leandro, all passenger trains, except Nos. 31, 37 and 109 on signal.
At Cherry, all passenger trains except Nos. 31 and 37 on signal.
At Merienda, No. 87 on signal.
At Mayborg, No. 87 on signal.
At Brightside, No 87 on signal.
At Verona, Nos. 31, 37, 85, and 87 on signal.
At Bonita, Nos. 31, 37, and 87 on signal.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card before leaving Tracy.

WESTERN DIVISION: Main Line—Tracy and Sacramento.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	Third Class.							Second Class.			First Class.									DISTANCE FROM SAN FRANCISCO VIA NILES	TIME TABLE No. 109. AUG. 18, 1906. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expres in number of poles.	
	220 C. P Through Freight Daily	292 Placerville Passenger and Freight Daily Ex. Sun.	286 Way Freight Daily Ex. Sun.	300 Fresno Freight Daily Ex. Sun.	298 Merced Freight Daily Ex. Sun.	288 Stockton & Sacramento Freight Daily	284 Steamer Freight Limited Daily	134 Fair Oaks & Placerville Passenger Daily	136 Stockton Passenger Daily	126 Stockton Passenger Daily	6 C. P. Atlantic Express Daily	50 Fresno Passenger Daily	38 Stockton and Lodi Passenger Daily	124 Sacramento Passenger Daily	8 Los Angeles Passenger Daily	32 Stockton & Sacramento Express Daily	84 Bakersfield Passenger Daily	82 Stockton Passenger Daily	122 Sacramento Passenger Daily				Danger Point	Caution Point
									AM LV 10.20	AM LV 8.20	PM LV 6.00	PM LV 3.20	PM LV 4.00		AM LV 10.20	AM LV 8.40	AM LV 8.20	AM LV 7.40		0.00	DN SAN FRANCISCO 71.73			
Interm. Yard WCTYO	AM LV 11.20		AM LV 6.45	AM LV 6.15	AM LV **5.55**	AM LV 2.50			PM LV 1.12		PM LV 9.00	PM LV 6.50	PM LV 6.35	PM LV 3.00	PM LV 1.30	PM 12.15	AM LV 11.35	AM LV 10.15	AM LV **8.00**	71.73	DN TRACY 3.09	4	14	20
4,220	**11.40**		6.58	6.27	6.05	3.02			f 1.20		9.07	f **6.55**	**6.40**	s 3.06	f **1.39**	**12.21**	**11.40**	10.20	s 8.06	74.82	Banta 3.70	4		
3,452	**11.59**		7.07	6.39	6.15	3.15			**1.32**		9.13	7.01	6.45	3.12	1.44	**12.32**	**11.47**	10.25	8.11	78.52	Minard 4.30	6		
32,675 WY	PM **12.19** **12.41**		**7.32**	6.55 AM AR	6.30 AM AR	3.30	AM LV 2.45		**1.40** 1.53	AM LV 11.57	s 9.21	s **7.10** PM AR	s 6.52	**3.20** 3.35	**1.50** PM AR	s **12.41**	11.55 AM AR	s 10.32	**8.22** **8.30**	82.82	DN LATHROP 4.21	5		
5,214	1.00		**8.15**			3.45	3.00		f 2.03	PM f **12.15**	9.30		f **7.01**	s 3.45		*12.49		10.40	f 8.39	87.03	French Camp 1.66	7		
																				88.69	A. & S. J. Crossing 3.01 A. T. & S. F. Crossing			
Interm Yard WCTYO	1.20		**8.40** **9.21**			4.10	3.25		2.13 PM AR	12.25 PM AR	s 9.42		s 7.10	s **4.00**		1.00 1.05		**10.50** AM AR	s **8.50**	91.70	DN STOCKTON 1.62	3		
460																				93.32	Armbrust (Spur) 0.34			
9,454	1.28		9.40			4.17	3.32				9.46		* 7.14	**4.08**		f 1.09			f **8.55**	93.66	El Pinal 0.75	4		
3,556																				94.41	Rand (Spur) 3.18			
3,383	1.42		10.00			4.28	3.46				9.53		7.21	f 4.16		1.17			f **9.10**	97.59	Castle 3.49	4		
3,100	1.55		**10.20**			4.40	3.58				9.59		* 7.28	f 4.24		1.23			f 9.16	101.08	Armstrong 3.21	4		
18,707 WCT	**2.15**		**11.28**			4.58	4.10				s**10.07**		7.35 PM AR	s 4.32		s 1.32			s 9 23	104.29	DN.LODI 1.80	3		
3,000																				106.09	Urgon (Spur) 1.12			
6,461	2.26		PM 12.25			5.08	4.21				10.12			s 4.38		s **1.38**			s 9.28	107.21	D Acampo 3.29	4		
3,193	2.38		**1.05**			5.20	4.32				10.17			f 4.46		f 1.44			f 9.34	110.50	Forest Lake 2.40	3		
8,276 WCT	2.50		**1.50**			5.33	4.42				s10.22			s 4.51		s **1.50**			s **9.38**	112.60	DN GALT 3.82	5		
3,177	3.04		2.15			5.48	4.54				10.28			5.00		1.57			9.45	116.42	Need 1.99	2		
1,229	3.12		2.23			5.55	5.01				10.31			f 5.05		f 2.01			f 9.49	118.41	Arno 1.89	2		
3,244	3.18		2.32			6.02	5.07				10.35			f 5.10		f 2.05			f 9.52	120.30	McConnell 3.54	4		
4,338	3.32		2.50			6.14	5.19				10.41			s 5.18		s 2.12			s 9.59	123.84	D Elk Grove 2.78	3		
2,519	3.43		3.05			6.25	5.28				10.46			5.25		2.18			**10.04**	126.62	Graham 3.36	4		
4,903 W	3.57		3.25			**6.45**	5.39				10.52			s **5.37**		s 2.24			s10.12	129.98	D Florin 4.05	5		
2,484	4.15		3.50			**7.03**	5.53				s11.00			s 5.45		s 2.35			s **10.25**	134.03	DN BRIGHTON S. P. Co. Sac. Div. Crossing.			
2,484	4.15		**3.50**			7.03	5.53	AM LV **9.25**						5.45		2.35			**10.25**	134.03	DN BRIGHTON S. P. Co. Sac. Div. Crossing. 3.09	6 (Foot-note)	14	20
3,251 Y	4.30 PM AR		4.03 PM AR			7.13 AM AR	**6.10** AM AR	9.31 AM AR						5.51 PM AR		2.41 PM AR			10.31 AM AR	137 12	* ELVAS 3.30			
Term. Yard WCTO	4.45 PM AR		4.15 PM AR			7.25 AM AR	6.30 AM AR	9.40 AM AR						6.00 PM AR		2.50 PM AR			10.40 AM AR	140.42	DN SACRAMENTO			
2,484		PM LV **5.25**									11.00									134.03	DN BRIGHTON 2.60	4	14	20
1,034		5.33									11.06									136.63	Homestead 3.04	6		
Term Yard WCTO		5.45 PM AR									11.15 PM AR									139.67	DN SACRAMENTO			
	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(67 94)			
	5 25	0 20	9 30	0 40	0 35	4 35	3 45	0.15	1.01	0.28	2.15	0.20	1 00	3.00	0.20	2.35	0 20	0 35	2 40		Time over District			
	13 72	16 92	7 23	16 63	19 01	15 02	15.18	25.56	24.96	19 03	30 19	33 27	32 56	22.90	33 27	26.58	33 57	34 25	27 19		Average speed per hour			

☞ **NOTE CAREFULLY**—**Special Rule, page 24, governing movement of trains running via Elvas.**

* Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.

Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.

Automatic signals are in service between Tracy and Stockton. (See page 23; also Rules 38 to 51 inclusive. Pages 94 to 97 Book of Rules.)

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 24, Tracy and Sacramento.

Trains must get clearance card before leaving Tracy or Lathrop.

Trains will stop as follows:

At San Joaquin Bridge, 122, 124 136 on signal

WESTERN DIVISION: Main Line—Tracy and Sacramento.

TOWARD SAN FRANCISCO.

West Bound.

TIME TABLE
No. 109
AUG. 18, 1906.

Flagging distance expressed in number of poles. Danger Point	Caution Point	Minimum running time between stations for freight trains - minutes.	STATIONS.		DISTANCE FROM SACRAMENTO.	First Class.									Second Class.			Third Class.						
						25	81	49	3	31	83	7	37	121	135	125	133	283	217	291	285	297	299	287
						The Owl	Stockton and Lodi Passenger	Fresno & Stockton Passenger	C. P. Pacific Express	Stockton & Sacramento Express	Bakersfield Passenger	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Stockton Passenger	Placerville & Fair Oaks Passenger	Sunset Freight Limited	Ogden Freight	Placerville & Fair Oaks Passenger and Freight	Way Freight	Merced Freight	Fresno Freight	Sacramento Freight
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			DN SAN FRANCISCO	41.73	139.67	AM AR 8.48	AM AR 10.28	PM AR 12.08	PM AR 12.48	PM AR 4.08	PM AR 4.48	PM AR 7.08	PM AR 7.28		PM AR 12.08									
14	20	6	DN TRACY	3.09	67.94	AM AR **5.55**	AM AR **7.50**	AM AR ¶ 8.42	AM AR 10.00	PM AR ¶**12.45**	PM AR ¶ 1.45	PM AR 3.50	PM AR 4.37	PM AR 7.30	AM AR 8.50				PM AR **12.35**		PM AR 7.10	PM AR 5.55	PM AR 7.55	AM AR 1.00
		8	Banta	3.70	64.85	5.48	7.44	8.35	9.53	s12.39	**1.39**	3.44	f 4.32	* 7.23	f 8.44				**12.21**		**6.55** **6.35**	5.40	7.43	12.46
		10	Minard	4.30	61.15	5.42	7.38	8.29	9.47	**12.32**	**1.32**	3.37	4.25	7.17	8.38				PM **11.59** **11.42**		6.20	5.23	7.28	12.30
		10	DN LATHROP	4.21	56.85	5.35 AM LV	s **7.32**	**8.22** AM LV	s **9.40**	s**12.24**	1.25 PM LV	**3.30** PM LV	s 4.17	s **7.10**	s **8.30**	AM AR 11.50		AM AR **9.30**	11.23		6.05	5.05 PM LV	**7.10** PM LV	12.10
			French Camp	1.66	52.64		7.25		9.30	f**12.15**			f 4.09	f **7.01**	f **8.15**	f11.40		9.17	11.10		5.45			AM 11.40
		12	A. & S. J. Crossing	3.01	50.98																			
			A. T. & S. F. Crossing																					
			DN STOCKTON	1.62	47.97		s 7.16		s **9.21**	12.05 PM 11.55			**4.00** PM LV	6.47	8.05 AM LV	11.30 AM LV		**9.02**	**10.55**		5.30 4.25			11.15
		4	Armbrust (Spur)	0.34	46.35																			
			El Pinal	0.75	46.01		† 7.11		9.15	f11.49				f 6.40				**8.55**	10.47		**4.08**			10.47
		9	Rand (Spur)	3.18	45.26																			
		9	Castle	3.49	42.08		f 7.05		**9.10**	11.41				f 6.33				8.30	10.33		3.35			10.32
		7	Armstrong	3.21	38.59		f 7.00		9.03	11.34				f 6.28				8.18	**10.20**		3.15			10.19
		4	DN LODI	1.80	35.38		6.55 AM LV		s 8.58	s**11.28**				s 6.23				8.09	10.09		3.00 **2.15**			**10.07**
		3	Urgon (Spur)	1.12	33.58																			
		8	D Acampo	3.29	32.46				8.53	s11.22				s 6.17				8.00	9.58		**1.38**			9.45
		5	Forest Lake	2.10	29.17				8.48	f11.15				f 6.12				7.50	9.47		**1.05**			9.33
		10	DN GALT	3.82	27.07				s 8.45	s11.10				s 6.08				7.43	**9.38**		12.40 PM			9.25
		4	Need	1.99	23.25				8.38	10.58				5.59				7.28	9.15		11.40			9.10
		4	Arno	1.89	21.26				8.35	f10.54				f 5.55				7.22	9.08		11.15			9.03
		8	McConnell	3.54	19.37				8.32	f**10.51**				f 5.52				7.17	9.02		**10.51**			8.58
		6	D Elk Grove	2.78	15.83				8.27	s10.44				s 5.47				7.05	8.50		10.22			8.47
		9	Graham	3.36	13.05				8.22	10.37				5.43				6.55	8.41		**10.04**			8.38
		10	D Florin	4.05	9.69				8.17	s10.34				s **5.37**				**6.45**	8.29		9.37			8.28
			DN BRIGHTON S. P. Co. Sac. Div. Crossing.		5.64				**8.10**	**10.25**				5.30				6.33	**8.10**		9.20			8.15
14	20	9	DN BRIGHTON S. P. Co. Sac. Div. Crossing. (Foot-note)	3.09	6.39					s**10.25**				s **5.30**			PM AR **3.50**	6.33	8.10		**9.20**			8.15
			★ ELVAS (Foot-note)	3.30	3.30					10.19 AM LV				5.24 PM LV			3.44 PM LV	**6.17** AM LV	7.57 AM LV		9.02 AM LV			8.02 PM LV
			DN SACRAMENTO		00.0					10.10 AM LV				5.15 PM LV			3.35 PM LV	6.05 AM LV	7.45 AM LV		8.50 AM LV			7.50 PM LV
14	20	8	DN BRIGHTON	2.60	5.64				s 8.10											AM AR **6.53**				
		12	Homestead	3.04	3.04				8.03											f 6.42				
			DN SACRAMENTO		0 00				7.55 AM LV											6.30 AM LV				
			(67 94)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			Time over District			0 20	0 55	0.20	2 05	2.35	0 20	0.20	0 37	2.15	0.45	0.20	0.15	3.25	4 50	0 23	10.20	0 50	0.45	5.10
			Average speed per hour			33.27	35 82	33 27	32 61	26 59	33 27	33.27	32 38	30 53	26 63	26 64	25 56	16.86	14 22	14 70	5 57	13 30	14 79	13.63

☞ **NOTE CAREFULLY—Special Rule, page 24, governing movement of trains running via Elvas.**
★ **Elvas Siding,** located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to Double track has been given by Towerman.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as noted in special rule, page 24, Tracy and Sacramento.
Trains must get clearance card before leaving Sacramento and Lathrop.
Automatic Signals are in Service between Tracy and Stockton. See page 23, also Rules 38 to 51 inclusive, pages 94 to 97, Book of Rules.

Trains will stop as follows:
At San Joaquin Bridge, Nos. 37 and 135 on signal.

WESTERN DIVISION: Main Line—Lathrop and Fresno.

East Bound. **FROM SAN FRANCISCO.**

TIME TABLE No. 109 AUG. 18, 1906.

TOWARD SAN FRANCISCO. West Bound.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations		Third Class.			Second Class.	First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.		STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.				Second Class.	Third Class.		
		254	300	298	158	50	8	84											25	49	83	7	157	299	297	253
		Sunset Freight Limited	★ Fresno Freight	Merced Freight	Madera Passenger and Freight	Fresno and Raymond Passenger	Los Angeles Passenger	Bakersfield Passenger											The Owl	Fresno & Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	Madera Passenger & Freight	★ Fresno Freight	Merced Freight	Sunset Freight Limited
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Danger Point	Caution Point							Danger Point	Caution Point	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
						PM LV 3.20	AM LV 10.20	AM LV 8.20				0.00		**SAN FRANCISCO**	206.65				AM AR 8.48	PM AR 12.08	PM AR 4.48	PM AR 7.08				
32,675	WY	AM LV 9.40	AM LV 7.05	AM LV 6.35		PM LV **7.15**	PM LV 1.52	AM LV 11.58				94.34	DN	**LATHROP**	112.31				AM AR s 5.34	AM AR s 8.20	PM AR s 1.21	PM AR s 3.21		PM AR **7.05**	PM AR 5.00	AM AR 2.40
														0.68												
												95.02		**A. & S. J. Crossing**	111.63	8										
											7			3.02												
1,370		9.52	7.15	6.45		f 7.22	f 2.00	PM 12.04				98.04		**Manteca**	108.61				5.26	f 8.11	1.14	3.13		6.53	4.47	2.25
														1.80		4										
3,250		9.58	7.20	6.49		7.25	2.04	12.07				99.84		**Morrano**	106.81				5.23	8.08	1.11	3.10		6.48	4.42	2.20
														4.72		9										
4,462		10.13	7.40	7.02		f 7.33	s 2.14	12.14			9	104.56	D	**Ripon**	102.09				5.16	s 8.02	1.03	s 3.02		6.36	4.28	2.06
														3.02		6										
3,060		10.22	**7.57**	7.10		f 7.39	f 2.21	12.19				107.58		**Salida**	99.07				5.11	f **7.57**	12.58	f 2.55		6.27	4.20	1.57
											8			6.76		14										
10,341	W	10.43	9.00	**7.44**		s 7.52	s **2.42**	s12.30				114.34	DN	**Modesto**	92.31				5.01	s **7.44**	s12.47	s **2.42**		6.08	3.55	1.36
											6			4.31		9										
4,461		10.58	9.15	8.05		f 7.59	s 2.52	**12.40**				118.65	D	**Ceres**	88.00				4.54	f 7.35	**12.40**	s 2.32		5.45	3.15	1.23
														1.93		4										
422									14	20	5	120.58		**Esmar** (Spur)	86.07											
														1.40		3	14	20								
2,212		11.07	9.27	8.15		f 8.05	f **3.00**	12.45				121.98		**Keyes**	84.67				4.49	f 7.29	12.34	2.24		5.35	**3.00**	1.13
											6			5.41		11										
6,274		11.25	9.46	8.31		s 8.15	s 3.14	s12.52				127.39	D	**Turlock**	79.26				4.41	s 7.20	s12.27	s 2.13		5.15	2.35	12.57
											7			5.80		11										
1,336		11.47	10.06	8.47		f 8.25	f 3.28	1.00				133.19		**Delhi**	73.46				4.32	f 7.10	12.17	2.03		4.50	2.17	12.40
											6			4.30		9										
4,173	W	PM **12.11**	10.21	9.00		f 8.32	s 3.38	s 1.06				137.49	D	**Livingston**	69.16				4.25	f 7.03	**12.11**	f **1.56**		4.35	**1.56**	12.27
														2.60		5										
1.666		12.20	10.30	9.10		f 8.37	f 3.44	1.09			8	140.09		**Arena**	66.56				4.22	f 6.59	12.07	1.50		4.22	1.33	12.18
														4.19		9										
4,885		**12.45**	11.00	9.25		f 8.45	s **3.54**	f **1.15**				144.28	D	**Atwater**	62.37				4.16	f 6.52	f12.01 PM	s 1.42		**3.54**	**1.15** **12.45**	12.0
														1.69												
307												145.97		**Buhach**	60.68											AM
														1.82		15										
461											8	147.79		**Ashby** (Spur)	58.86											
														3.94												
15,521	WCT	**1.30**	11.30 PM **12.20**	9.50 AM AR		s 9.00	s 4.15	Foot-note s **1.30**				151.73	DN	**MERCED**	54.92				4.05	s 6.40	s**11.51**	Foot-note s **1.30**		3.10	**12.05** PM LV	11.44
											7			6.00		12										
2,427		**2.00**	12.42			f 9.09	f 4.27	**1.40**				157.73		**Lingard**	48.92				3.57	f 6.30	11.40	1.13		**2.00** **1.35**		11.20
											4			3.91		8										
4,810		2.20	**1.07**			f 9.14	f 4.33	1.46				161.64		**Athlone**	45.01				3.52	f 6.23	11.35	f **1.07**		**1.07**		11.09
									14	20				5.38												
2,497											8	167.02		**Sierra Vista** (Spur)	39.63	13										
														0.98			14	20								
2,331		2.42	1.30			f 9.23	s 4.45	f 1.56				168.00	D	**Minturn**	38.65				3.42	f 6.12	f11.27	s12.56		12.33		10.49
														1.33												
680											7	169.33		**McNear** (Spur)	37.32	11										
														3.97												
1,406		3.00	**2.03**			f 9.32	f 4.57	**2.03**				173.30		**Califa**	33.35				3.35	f 6.03	11.20	12.47		12.15		10.32
											5			4.29		9										
13,964	WCT	3.15	2.30		AM LV **11.15**	sx 9.44	s 5.07	s **2.10**				177.59	DN	**BERENDA**	29.06				x 3.29	s 5.57	s**11.15**	s12.40	PM AR **2.05**	12.03 PM		10.19
											9			7.44		15										
22,897	OT	3.40	3.15		**11.35** AM AR	s **9.56**	s 5.25	s 2.24				185.03	DN	**Madera**	21.62				3.14	s 5.45	s**11.03**	s12.27	1.45 PM LV	**11.35** **10.53**		**9.56**
											3			2.78		6										
1,768		3.50	3.25			f10.01	f 5.32	2.28				187.81		**Borden**	18.84				3.08	f 5.40	10.59	f12.22		10.40		9.32
											4			3.50		7										
3,884		4.02	3.33			f10.06	f 5.38	2.33	14	20		191.31		**Irrigosa**	15.34				3.03	f 5.34	10.54	12.17		10.30		9.21
														3.28												
744											6	194.59		**Tharsa** (Spur)	12.06	11	14	20								
														2.21												
11,877	W	4.20	3.47			f10.14	f 5.49	2.42				196.80		**Herndon**	9.85				2.55	f 5.25	10.47	f12.07		10.18		9 02
											5			4.50		10										
2,501		4.35	3.58			f10.20	f 5.58	2.49				201.30		**Muscatel**	5.35				2.48	f 5.18	10.42	PM 11.59		10.08		8.48
											7			5.35		12										
Term. Yard	WCTYO	5.00 PM AR	4.15 PM AR			10.30 PM AR	6.10 PM AR	3.00 PM AR				206.65	DN	**FRESNO**	0.00				2.40 AM LV	5.10 AM LV	10.35 AM LV	11.50 AM LV		9.55 AM LV		8.30 PM LV
														(112.31)												
		Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily
		7 20	9 10	3.25	0.20	3.15	4.18	3.02						Time over District					2.54	3.10	2.46	3.31	0.20	8 45	4.55	6 10
		16.20	13 48	16 79	22.32	34.56	26.11	37.08						Average speed per hour					38.73	35.47	40.60	31 93	22.32	12.64	11 67	18

FOOT-NOTE.—No. 7 will take siding for No. 84 at Merced.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Trains must get clearance card before leaving Lathrop or Fresno.

★ No. 300, No. 299 may carry passengers between Merced and Lathrop.

x Pick up or leave Yosemite sleeper.

WESTERN DIVISION: Main Line—Tracy and Mendota.

East Bound. **FROM SAN FRANCISCO.** — **TOWARD SAN FRANCISCO.** West Bound.

TIME TABLE No. 109 AUG. 18, 1906

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.		Third Class 248 ★ Way Freight Daily	Third Class 246 Fresno Freight Daily	First Class 26 The Owl Daily	First Class 36 Visalia Passenger Daily	Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH		STATIONS.	DISTANCE FROM MENDOTA VIA ANTIOCH	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles: Danger Point	Flagging distance expressed in number of poles: Caution Point	First Class 35 Visalia Passenger Daily	Third Class 247 ★ Way Freight Daily	Third Class 241 El Paso Freight Daily
				PM LV 5.00	AM LV 8.20				0.00		SAN FRANCISCO	175.45				PM AR 4.08		
											83.25							
Interm. Yard WCTYO		AM LV 10.00	AM LV 5.20	PM LV 7.40	AM LV 11.35	14	20		83.25	DN	TRACY	92.20		14	20	PM AR ¶12.40	PM AR 4.10	AM AR 3.10
								9			2.58		14					
3,130		10.10	5.30	7.45	11.40				85.83		Lyoth A. & S. J. Crossing	89.62				12.35	3.55	3.00
											3.02							
4,353		10.22	5.39	7.49	f11.46				88.85		Yarmouth	86.60				f12.30	3.43	2.48
								6			4.60		10					
4,515		10.40	5.52	7.56	s11.52				93.45		Vernalis	82.00				s12.23	3.25	2.32
								4			2.40		8					
1 008					f				95.85		Cowell (Spur)	79.60				f		
											1.35							
2,590		10.54	6.03	8.02	11.58				97.20		Hally	78.25				12.14	3.10	2.17
								5			4.05		10					
4,404	W	11.10	6.14	8.08	PM s12.07				101.25	DN	Westley	74.20				s12.07	2.55	2.04
								8			7.10		16					
4,920		11.53	6.37	8.20	f12.21				108.35		Emerald	67.10				PM f11.53	2.20	1.35
								7			5.70		14					
6,751		PM 12.32	6.54	8.28	s12.32				114.05	D	Crow's Landing	61.40				s11.42	1.50	1.17
								7			6.30		15					
7,883	W	1.10 1.40	7.15	s 8.38	s12.44				120.35	DN	Newman	55.10				s11.29	1.10 12.30	12.55
								4			4.00		9					
5,350		1.55	7.28	8.45	f12.52				124.35		Gustine	51.10				f11.22	12.01	12.37
								4			3.40		8					
3,336		2.06	7.37	8.50	f12.57				127.75		Linora	47.70				f11.14	PM 11.35	12.27
								3			2.50		6					
7,241		2.15	7.45	8.54	s 1.03				130.25		Ingomar	45.20				s11.10	11.10	12.18
								7			6.40		14					
		2.45	8.05	9.05	s 1.16				136.65	D	Volta	38.80				s10.58	10.20	AM 11.58
								6			4.70		10					
34,222	WY	3.50	8.28	s 9.13	s 1.27				141.35	DN	Los Banos	34.10				s10.47	9.50	11.45
								9			7.80		18					
3,344		4.20	9.03	9.24	f 1.42				149.15		Agatha	26.30				f10.33	9.03	11.05
								6			4.70		12					
7,744		5.30	9.17	9.30	s 1.50				153.85	D	Dos Palos	21.60				s10.25	8.30	10.46
								8			6.80		16					
4,490		5.55	9.35	9.42	f 2.03				160.65		Oxalis	14.80				f10.14	7.59	10.20
								8			6.40		16					
9,126	W	6.20	10.04	9.55	s 2.14				167.05	DN	Firebaugh	8.40				s10.04	7.35	9.55
								6			4.56		12					
2,546		6.37	10.17	10.03	2.22				171.61		Cromir	3.84				9.56	7.15	9.28
								5			3.84		10					
33,298 Term. Yard	WCT	7.00 PM AR	10.30 AM AR	10 10 PM AR	2.30 PM AR				175.45	DN	MENDOTA	0.00				9.50 AM LV	7.00 AM LV	9.15 PM LV
											(92.20)							
		Daily	Daily	Daily	Daily											Daily	Daily	Daily
		9.00	5.10	2.30	2.55						Time over District					2.50	9.10	5.55
		10.85	17.84	36.88	31.61						Average speed per hour					32.54	10.85	15.58

★ Nos. 247 and 248 may carry passengers.

Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

Trains must get clearance card before leaving Tracy or Mendota.

West-bound trains are superior to trains of the same class in the opposite direction. (See Rule 81.)

Trains will come to a full stop before passing the automatic signal east of junction switch Tracy, unless signal is in "clear" position, when trains can proceed into the yard under control.

When signal is at "stop" position, trains will be brought to a full stop at point above designated and will call for switch. They must not proceed until they receive "go ahead" signal with green flag by day, or green light by night, from the switch tender; acknowledgment of signals to be made as prescribed by rule.

WESTERN DIVISION: Branch Lines.

SAN RAMON BRANCH.

East Bound. FROM SAN FRANCISCO. Second Class. — **TOWARD SAN FRANCISCO. West Bound.** Second Class.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		144 San Ramon Passenger Daily	142 San Ramon Passenger and Freight Daily Ex. Sun.	60 San Ramon Passenger Sunday Only	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 109 AUG. 18, 1906. STATIONS.	DISTANCE FROM SAN RAMON.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	141 San Ramon Passenger Daily	143 San Ramon Passenger and Freight Daily Ex. Sun.	59 San Ramon Passenger Sunday Only
		PM LV 4.00	AM LV 7.40	AM LV 7.40		0.00	SAN FRANCISCO	58.85				AM AR 9.28	PM AR 6.08	PM AR 6.08
							39.15							
3,728		PM LV 5.53	AM LV 9.40	AM LV 9.27		39.15	D AVON	19.70				AM AR s 7.32	PM AR s 4.10	PM AR s 4.20
					7		4.40		11	14	20			
5,740	W	s 6.03	s10.20	s 9.38		43.55	D Concord	15.30				s 7.20	s 3.47	s 4.10
					5		0.74		6					
953						44.29	Nacio	14.56						
							1.86							
4,098		f 6.08	f10.35	f 9.45		46.15	Hookston	12.70				f 7.13	f 3.10	f 4.03
					5		3.00		7					
3,236		s 6.15	s10.45	s 9.52		49.15	D Walnut Creek	9.70				s 7.06	s 2.58	s 3.56
					8		4.40		11					
1,215		s 6.23	s10.59	s10.02		53.55	Hemme	5.30				s 6.53	s 2.40	s 3.47
					4		2.20		6					
4,185		s 6.28	s11.06	s10.08		55.75	D Danville	3.10				s 6.48	s 2.32	s 3.42
					3		1.70		4					
1,409		f	f	f		57.45	Osage	1.40				f	f	f
					2		1.40		4					
[illegible],659	T	6.35 PM AR	11.15 AM AR	10.15 AM AR		58.85	SAN RAMON	0.00				6.40 AM LV	2.20 PM LV	3.35 PM LV
		Daily	Daily Ex. Sun.	Sunday Only			(19.70)					Daily	Daily Ex. Sun.	Sunday Only
		0.42	1.35	0.46			Time over District					0.52	1.50	0.45
		28.14	12.44	24.62			Average speed per hour					22.73	10 75	26.27

☞FOOT-NOTES.—No. 142 is superior to No. 143.
West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.

Trains will stop as follows:
At Widbero all passengers on signal.

SAN JOSE BRANCH.

East Bound. FROM SAN FRANCISCO. — **TOWARD SAN FRANCISCO. West Bound.**

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		Third Class.	Second Class	First Class.													First Class.						Third Class.
		280 San Jose Way Freight Daily		40 San Jose Passenger Daily	110 San Jose Passenger Daily	96 San Jose Passenger Daily	94 San Jose Passenger Daily	92 San Jose Passenger Daily	90 San Jose Passenger and Freight Daily Ex. Sun.	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 109 AUG. 18, 1906. STATIONS.	DISTANCE FROM SAN JOSE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	39 San Jose Passenger Daily	89 San Jose Passenger Daily Ex. Sun.	109 San Jose Passenger Daily	91 San Jose Passenger Daily	93 San Jose Passenger and Freight Daily	95 San Jose Passenger Daily	279 San Jose Way Freight Daily
				PM LV 6.20	PM LV 5.20	PM LV 4.40		AM LV 8.40			0.00	DN SAN FRANCISCO	47.74				AM AR 7.08	AM AR 8.48	AM AR 9.48		PM AR 2.48	PM AR 7.28	
												30.20											
20,426	WY	PM LV 2.20		PM LV 7.47	PM LV 6.47	PM LV 6.15	PM LV 2.47	AM LV 10.17	AM LV 7.20		30.20	DN NILES	17.54				AM AR s 5.47	AM AR 7.00	AM AR s 8.22	AM AR 10.05	PM AR 1.15	PM AR 5.05	PM AR 7.15
										4		3.55		9	14	20							
5,048		**2.57**		s 7.53	s **6.54**	s 6.22	s **2.57**	s10.23	s 7.31		33.75	Irvington	13.99				s 5.38	s 6.47	s 8.15	s 9.54	s 1.03	s 4.57	**6.54**
										4		3.64		10									
3,219		3.23		s 8.00	s 7.01	s **6.28**	s 3.04	s10.30	s 7.42		37.39	D Warm Springs	10.35				s 5.32	s 6.38	s 8.08	s 9.47	s12.55	s 4.50	**6.28**
										5		4.33		11									
4,940		3.45		s 8.08	s 7.07	s 6.37	s 3.12	s10.37	s **8.01**		41.72	D Milpitas	6.02				s 5.26	s 6.28	s **8.01**	s 9.38	s12.47	s 4.42	5.58
										3		2.62		7									
2,990		4.00		f 8.13	f 7.13	f 6.42	f 3.18	10.43	f 8.14		44.34	Wayne	3.40				f 5.21	f 6.22	f 7.56	f 9.32	f12.37	f 4.37	5.45
										6		3.40		9									
Term.	Yard WCTO	**4.20** PM AR		8.20 PM AR	7.20 PM AR	6.50 PM AR	3.25 PM AR	10.52 AM AR	8.25 AM AR		47.74	DN SAN JOSE	0.00				5.15 AM LV	6.15 AM LV	7.50 AM LV	9.25 AM LV	12.30 PM LV	**4.30** PM LV	5.30 PM LV
		Daily		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.			(17.54)					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily
		2 00		0.33	0.33	0.35	0.38	0.35	1.05			Time over District					0.32	0.45	0.32	0.40	0.45	0.35	1.45
		8.77		31.89	31.89	30 07	27 69	30.07	16 19			Average speed per hour					32.89	23.39	32.89	26.31	23 39	30.07	10.02

☞FOOT-NOTE. No. 280 is superior to No. 279.
West-bound trains are superior to trains of the same class in the opposite direction, (see Rule 81), except as per foot-note above.
Trains must get clearance card before leaving San Jose.

WESTERN DIVISION: Merced and Milton Branches.

East Bound. **FROM SAN FRANCISCO.** | **TOWARD SAN FRANCISCO.** West Bound.

TIME TABLE
No. 109
AUG. 18, 1906.

Length of Sidings in feet, and location of Scales, Coal, Water and Turning Stations		Third Class 306 Passenger and Freight Daily Ex. Sun.	First Class 154 Passenger and Freight Daily Ex. Sun.	First Class 152 *Passenger Daily	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA NILES.	STATIONS.	DISTANCE FROM MERCED.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	First Class 151 *Passenger Daily	First Class 153 Passenger and Freight Daily Ex. Sun.	Third Class 305 Passenger and Freight Daily Ex. Sun.
			AM LV 8.40	AM LV 8.40				0.00	SAN FRANCISCO 91.70	0.00				PM AR 4.08	PM AR 7.28	
Interm. Yard.	WCTY	AM LV 7.45	PM LV 1.20	PM LV 1.10	14	20	12	91.70	DN STOCKTON 6.00	72.25	13	14	20	AM AR 11.40	PM AR 3.45	PM AR 4.00
501		8.02	1.32	f 1.22			4	97.70	Charleston (Spur) 1.70	66.25	4			f11.26	f 3.31	3.43
772				f			4	99.40	Walthall (Spur) 2.20	64.55	5			f	f	
541		8.13	f 1.41	1.31			6	101.60	Holden (Spur) 3.20	62.35	8			f11.17	f 3.22	3.32
3,116	WY	8.25	s 1.48	s 1.38				104.80	D PETERS	59.15				11.10	**3.12**	**3.12**
3,116	W		1.48		14	20	14	104.80	Milton Branch. D PETERS 5.70	59.15	20	14	20		s 3.12	
790			f 2.03				14	110.50	Waverly 5.80	64.85	22				f 2.57	
2,200	T		2.20 PM AR					116.30	D Milton	70.65					2.40 PM LV	
3,116	WY	8.25		1.38	14	20	9	104.80	D PETERS 4.40	59.15	11	14	20	s11.10		2.55
2,670		8.50		s 1.47			6	109.20	D Farmington 3.30	54.75	9			s11.00		2.35
666				f			5	112.50	Trigo (Spur) 2.80	51.45	8			f		
1,432		9.10		f **2.05**			5	115.30	Cometa 2.40	48.65	7			f10.48		**2.05**
[illegible]				f			8	117.70	Clyde (Spur) 4.00	46.25	10			f		
2,897				f			3	121.70	Burnett (Spur) 1.70	42.25	5			f		
6,774	WT	**10.20**		2.30 2.35			6	123.40	D Oakdale Oakdale & W. Crossing. 4.00	40.55	9			10.30 **10.20**		1.30
2,800		10.32		f 2.44			9	127.40	Claribel 6.10	36.55	13			f10.00		12.50
978		10.50		s 2.58			3	133.50	D Waterford 1.60	30.45	4			s 9.38		12.25
4,698		10.58		s 3.02			9	135.10	Hickman 5.80	28.85	13			s 9.30		12.15 PM
7,857	WT	11.15 AM AR		s 3.15			9	140.90	D Montpellier 6.20	23.05	14			s 9.15		11.55 AM LV
4,051				f 3.28			5	147.10	Ryer 2.70	16.85	8			f 8.58		
989				f 3.35			5	149.80	Arundel 3.80	14.15	7			f 8.50		
5,471				f 3.43			7	153.60	Amsterdam 4.70	10.35	10			f 8.40		
620				f				158.30	Nairn (Spur) 3.86	5.65				f		
15.521	WCT						9	162.16	A. T. & S. F. Crossing. 1.79	1.79	14					
				4.10 PM AR				163.95	DN MERCED (72.25)	0.00				8.10 AM LV		
		Daily Ex. Sun.	Daily Ex. Sun.	Daily										Daily	Daily Ex. Sun.	Daily Ex. Sun.
		3.30	1.00	3.00					Time over District					3.20	1.05	4.05
		14.05	24.60	24.08					Average speed per hour					21.67	22.71	12.04

☞ **FOOT-NOTES.—No. 154 is superior to No. 153.**
No. 306 is superior to No. 305.

* Nos. 151 and 152 will handle freight between Montpellier and Merced.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at Milton when an operator is on duty.

WESTERN DIVISION: Branch Lines.

VALLEY SPRING BRANCH.

East Bound. FROM SAN FRANCISCO. — TIME TABLE No. 109 AUG. 18, 1906. — West Bound. TOWARD SAN FRANCISCO.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Third Class. 312 Valley Spring Pass. and Freight Daily Ex. Sun.	Second Class. 172 Passenger Daily	Second Class. 174 Valley Spring Passenger Sunday Only	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM VALLEY SPRING.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Second Class. 171 Passenger Daily	Second Class. 173 Lodi Passenger Sunday Only	Third Class. 311 Lodi Passenger and Freight Daily Ex. Sun.
		AM LV 8.40			0.0	DN. SAN FRANCISCO	131.0				PM AR 4.08		
2,711 W		PM LV 1.05			106.8	WOODBRIDGE	29.4		14	20	PM AR 12.50		
18,707 WTC	AM LV s 7.00	s 1.40	AM LV s 8.30	5	104.2	2.6 DN LODI	26.8	7			12.35 PM 11.20	PM AR s 4.25	PM AR s 5.10
2,850	s 7.25	s 1.57	s 8.44	13	111.5	7.3 P Lockeford	19.5	19			s11.00	s 4.08	s 4.47
2,580 W	s 7.55	s 2.04	s 8.51	6	115.4	3.9 P Clements	15.6	10			s10.50	s 3.59	s 4.35
2,413	s 8.20	s 2.18	s 9.05	11	121.6	6.2 P Wallace	9.4	15			s10.35	s 3.45	s 4.15
1,107	s 8.50	s 2.35	s 9.20	11	127.2	5.6 Helisma	3.8	12			s10.20	s 3.27	s 3.50
422	f **	f **	f **	6	130.2	3.0 Norval (Spur)	0.8	8			f **	f **	f **
2,818 WT	9.30 AM AR	2.50 PM AR	9.45 AM AR	2	131.0	0.8 P. VALLEY SPRING.	0.0	2			10.00 AM LV	3.15 PM LV	3.30 PM LV
	Daily Ex. Sun.	Daily	Sunday Only			(29.4)					Daily	Sunday Only	Daily Ex. Sun.
	2.30	1.45	1.15			Time over District					2.50	1.10	1.40
	10.72	16.80	21.44			Average speed per hour					10.38	22.97	16.08

FOOT-NOTES.—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

**Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.

AMADOR BRANCH.

East Bound. FROM SAN FRANCISCO. — TIME TABLE No. 109 AUG. 18, 1906. — West Bound. TOWARD S. FRANCISCO.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations	2d Class. 132 Ione Passenger and Freight Daily	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM IONE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	2d Class. 131 Ione Passenger and Freight Daily
	AM LV 8.40		0.00	.DN. SAN FRANCISCO	139.80				PM AR 4.08
8,276 WCT	PM LV 2.00		112.60	DN GALT	27.20		14	20	AM AR 11.00
674	f	12	118.16	5.56 Conley (Spur)	21.64	17			f
1,171	f 2.22	7	121.45	3.29 Cicero	18.35	10			f10.38
466	f	3	122.85	1.40 Clay (Spur)	16.97	4			f
2,002	s 3.00	24	133.22	10.37 Carbondale	6.58	31			s10.07
1,020	f	6	133.96	0.74 Yaru (Spur)	5.84	8			f
425	f		136.01	2.05 Clarksona (Spur)	3.79				f
858	f		138.73	2.72 Dagon (Spur)	1.07	8			f
762	f	8	139.00	0.27 Younglove (Spur)	0.80	1			f
4,541 WT	3.30 PM AR		139.80	0.80 D IONE	0.00	2			9.25 AM LV
	Daily			(27.20)					Daily
	1.30			Time over District					1.35
	18.13			Average speed per hour					17.18

YOSEMITE BRANCH.

East Bound. **FROM SAN FRANCISCO.** — TIME TABLE No. 109 AUG. 18, 1906. — **TOWARD SAN FRANCISCO.** West Bound.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Second Class. 156 Passenger and Freight Daily	Second Class. 150 Yosemite Passenger Daily	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	STATIONS.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Flagging distance expressed in number of poles. Caution Point	Second Class. 155 Passenger and Freight Daily	Second Class. 149 Yosemite Passenger Daily
	AM LV 8.20	PM LV 3.20				0.00	SAN FRANCISCO	206.65				PM AR 4.48	AM AR 8.48
13,964 WTC	PM LV 2.35	AM LV 4.45	14	20		177.59	DN BERENDA	29.06		14	20	AM AR 10.50	PM AR 8.00
					15	181.00	3.41 A. T. & S. F. Crossing	32.47	15				
1,034	f 2.53	f 5.02				184.98	3.98 Talbot	36.45				f10.22	f 7.44
8,482	f 3.07	f 5.12			8	189.20	4.22 Daulton	40.67	8			f10.00	f 7.35
300	f				21	191.97	2.77 Jesbel (Spur)	43.44	21			f	
1,187	f					195.57	3.60 Day (Spur)	47.04				f	
1,039	f 3.30	f 5.45				196.17	0.60 Herbert	47.64				f 9.27	f 7.13
15,602	f 3.40	f 5.50			4	197.57	1.40 Knowles (Spur)	49.04	4			f 9.20	f 7.08
2,737 WT	3.50 PM AR	6.00 AM AR			3	198.59	1.02 D RAYMOND	50.06	3			9.00 AM LV	7.00 PM LV
	Daily	Daily										Daily	Daily
	1.15	1 15					Time over District					1.50	1.00
	16.80	16.80					Average speed per hour					11.45	21.00

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at Ione, Valley Spring and Raymond when an operator is on duty.

WESTERN DIVISION: Branch Lines.

East Bound. SUISUN BRANCH. West Bound.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FROM SAN FRANCISCO. Third Class.			Second Class.		Minimum running time between stations for freight trains—minutes.	DISTANCE FROM SAN FRANCI-CO.	TIME TABLE No. 109 AUG. 18, 1906. STATIONS.	DISTANCE FROM SUISUN.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO. Second Class.		Third Class.		
	296	264	260	74	72						Danger Point	Caution Point	71	73	263	295	259
	*Santa Rosa Freight	Calistoga Freight	Freight	Suisun Passenger	Suisnn Passenger and Freight								Suisun Passenger	Suisun Passenger	Calistoga Freight	Santa Rosa Freight	Freight
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun	Daily	Daily								Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
28,071				PM LV 3.40	AM LV 7.00		31.01	**SOUTH VALLEJO**	20.10				AM AR 10.05	PM AR 6.10			
11,899 YO	PM LV 5.55	PM LV 4.55	PM LV 1.30	PM LV 4.20	AM LV 7.35	22	38.31	D **NAPA JUNCTION**	12.80	15	14	20	AM AR 9.20	PM AR 5.42	AM AR 8.40	AM AR 10.10	PM AR 2.30
								3.66									
4,623 W	6.35	**5.30**	2.05 PM AR	f 4.32	f 7.47		41.97	**Creston**	9.14				f 9.08	f **5.30**	8.20	9.50	2.10 PM LV
								3.92									
5,720	6.55	6.05		s 4.43	s **7.58**		45.89	D **Cordelia**	5.22				s 8.55	s 5.17	**7.58**	9 12	
								1.36									
3,656				f	f	15	47.25	**Thomasson** (Spur)	3.86	11			f	f			
								1.68									
906	7.10	6.20		4.49	8.05		48.93	**Subeet**	2.18				8.46	5.10	7.35	8.59	
								2.18									
31,646 WCTYO	7.30 PM AR	6.40 PM AR		4.53 PM AR	8.10 AM AR		51.11	DN **SUISUN**	0.00				**8.40** AM LV	5.05 PM LV	7.25 AM LV	**8.50** AM LV	
	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily			(12.80)					Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
	1.35	1.45	0 35	0.33	0.35			Time over District					0.40	0.37	1.15	1.20	0.20
	8 08	7.32	6 27	23.27	21.94			Average speed per hour					19.20	20.76	10.24	9.60	10.98

*No. 296 may carry passengers.

East Bound. CLEAR LAKE BRANCH. West Bound.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FROM SAN FRANCISCO. First Class.		Minimum running time between stations for passenger trains—minutes	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 109 AUG. 18, 1906. STATIONS.	DISTANCE FROM RUMSEY.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO. First Class.	
	80	78						Danger Point	Caution Point	79	*77
	Winters Passenger	Rumsey Passenger & Freight								Winters Passenger	Rumsey Passenger & Freight
	Daily	Daily								Daily	Daily
	PM LV 3.40	AM LV 7.00		0.00	**SAN FRANCISCO**	111.37				AM AR 10.48	PM AR 7.28
					60.32						
12,978 WYC	PM LV 6.35	AM LV 9.52		60.32	DN **ELMIRA**	51.05		14	20	AM AR 7.50	PM AR 4.25
			5		4.24		11				
8,181	s 6.45	s10.02		64.56	D **Vacaville**	46.81				s 7.40	s 4.15
			2		1.89		5				
680	f	f		66.45	**Violet** (Spur)	44.92				f	f
			3		2.82		7				
1,495	f	f		69.27	**Hartley** (Spur)	42.10				f	f
			3		1.95		5				
778	f	f		71.22	**Allendale** (Spur)	40.15				f	f
			5		3.63		9				
1,298	f 7.06	f10.30		74.85	**Wolfskill**	36.52				f 7.15	f 3.20
			2		1.97		6				
6,061 WT	7.10 PM AR	s10.40		76.82	D **Winters**	34.55				7.10 AM LV	s 3.13
			6		4.37		11				
1,672		f10.53		81.19	**Ely**	30.18					f 2.53
			4		3.15		8				
7,212		f11.02		84.34	**Citrona**	27.03					f 2.45
			4		3.33		9				
3.432		s11.10		87.67	**Madison**	23.70					s 2.35
			4		3.10		10				
6,247 WT		s11.18		90.77	**Esparto**	20.60					s 2.20
			3		1.87		6				
9,927				92.64	**Corfu** (Spur)	18.73					
			1		0.73		3				
1,297		f11.25		93.37	**Capay**	18.00					f 2.07
			7		4.10		14				
1,209		f11.36		97.47	**Cadanassa**	13.90					f 1.52
			7		4.20		14				
1,319		f11.48		101.67	**Tancred**	9.70					f 1.34
			4		2.50		8				
1,304		f11.55		104.17	**Surrey**	7.20					f 1.26
			3		1.00		3				
557		PM f12.02		105.17	**Amaranth**	6.20					f 1.22
					1.20		4				
1,329		s12.08		106.37	D **Guinda**	5.00					s 1.18
			1		0.70		2				
616		f12.13		107.07	**Sauterne**	4.30					f 1.12
			3		1.70		6				
1,319		f12.18		108.77	**Cashmere**	2.60					f 1.07
			4		2.60		10				
3,080 WT		12.25 PM AR		111.37	**RUMSEY**	0.00					1.00 PM LV
	Daily	Daily			(51.05)					Daily	Daily
	0.35	2.33			Time over District					0.40	3.25
	28.20	20.19			Average speed per hour					24.75	14.94

☞ **FOOT-NOTES.—No. 72 is superior to No. 71.**
No. 74 is superior to No. 73.
No. 260 is superior to No. 259.

☞ **FOOT-NOTE.—No. 78 is superior to No. 77.**

West-bound trains are superior to trains of the same class in opposite direction (see Rule 81), except as per foot-notes above.

WESTERN DIVISION: BRANCH LINES—Calistoga Branch.

East Bound.

FROM SAN FRANCISCO.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Ferry.							Third Class.		Second Class.						First Class.				DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 109 AUG. 18, 1906. STATIONS.	Minimum running time between stations for passenger trains—minutes.	Flagging distance expressed in number of poles.	
	Steamer Trip From No. 14	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip From No. 8	Steamer Trip From No. 42	Steamer Trip	260 Passenger and Freight	262 Calistoga Freight	166 Passenger	164 Napa Passenger	74 Suisun Passenger and Freight	168 Napa Passenger	72 Suisun Passenger and Freight	162 Passenger	64 Calistoga Passenger	68 Santa Rosa Passenger	62 Calistoga Passenger	66 Santa Rosa Passenger				Danger Point	Caution Point
	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily					
	PM LV 7.00	PM LV 5.20			AM LV 10.20								AM LV 10.20			PM LV 4.00	PM LV 4.00	AM LV 7.40	AM LV 7.40	0.00	DN SAN FRANCISCO 29.01			
	PM LV 8.15	PM LV 6.30			AM LV 11.36								AM LV 11.36			PM LV 5.15	PM LV 5.15	AM LV 8.56	AM LV 8.56	29.01	Vallejo Ferry. D VALLEJO JUNC.			
	† 8.30	**6.45	PM LV 5.30	PM LV 4.00	†11.50	AM LV 9.15	AM LV 7.10						11.50 AM AR			5.30 PM AR	5.30 PM AR	9.15 AM AR	9.15 AM AR	31.01	2.00 D SOUTH VALLEJO			
	8.40 PM AR	6.55 PM AR	5.45 PM AR	4.10 PM AR	12.00 NOON	9.25 AM AR	7.20 AM AR														1.60 N. VALLEJO WHF.			
28,071 WOT								PM LV 12.15				PM LV 3.40	AM LV s11.55	AM LV 7.00		PM LV s 5.40	PM LV s 5.30	AM LV s 9.25	AM LV s 9.15	31.01	D SOUTH VALLEJO			
949								f12.20				s 3.45	s11.58	s 7.03		s 5.42	s 5.32	s 9.27	s 9.17	32.11	1.10 North Vallejo	2		
1,542								12.30				f 3.56	PM f12.05	f 7.12		5.48	f 5.38	9.34	f 9.24	35.39	3.28 Flosden	4	14	20
11,899 YO								12.40 PM AR	AM LV 9.05	PM LV **5.45**	PM LV **5.00**	**4.05** PM AR	s12.10	**7.20** AM AR	AM LV 6.35	s **5.55**	s 5.45 PM AR	s **9.40**	s 9.30 AM AR	38.31	2.92 D NAPA JUNCTION	4		
448										f 5.51	5.07		f12.18		f 6.42	f 6.02		f 9.46		42.06	3.75 Thompson (Spur)	4		
432													f							45.16	3.10 Imola (Spur)	3		
7,211 W									**9.58**	**6.00** PM AR	**5.15** PM AR		12.30 PM AR		6.51 AM AR	s **6.12**		s **9.58**		46.47	1.31 D Napa	2		
2,065									10.20							f 6.17		f10.03		48.80	2.33 Union			
670									10.32							f 6.22		f10.09		51.11	2.31 Oak Knoll	9		
828									10.41							f 6.27		f10.13		52.79	1.68 Trubody			
2,759 W									10.55							s 6.32		s10.20		55.05	2.26 D Yountville			
2,154									11.17							s 6.40		s10.27		58.49	3.44 D Oakville	4		
1,720									11.30							s 6.45		s10.31		60.38	1.89 D Rutherford	2		
1,596									11.38							f 6.49		f10.35		62.32	1.94 Zinfandel		14	20
528																				63.09	0.77 Thomann (Spur)	4		
1 402									11.45							f 6.52		f10.38		63.44	0.35 Crane			
5,020									PM 12.01							s 6.56		s10.42		64.36	0.92 St. Helena			
908									12.05							6.58		10.44		65.60	1.24 Krug			
967									12.08							f 7.00		f10.46		66.35	0.75 Barro			
555 W																f		f		68.53	2.18 Bale (Spur)	9		
1,119									12.18							f 7.05		f10.53		69.27	0.74 Larkmead			
847 W																f		f		69.94	0.67 Maple			
2,681 WT									12.30 PM AR							7.12 PM AR		11.00 AM AR		72.79	2.85 D CALISTOGA			
	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily		(41.78)			
								0 25	3.25	0 15	0.15	0 25	0.35	0.20	0.16	1 32	0 15	1 35	0 15		Time over District			
								17.52	10.09	32 64	32.64	17.52	26.50	21.90	30.60	27 25	29 20	26 38	29 20		Average speed per hour			

☞**FOOT-NOTES.—No. 164 is superior to No. 165.**
No. 262 is superior to No. 261.

Steamer will stop as follows:

**Stops at South Vallejo Saturday and Sunday only.
† Stops at South Vallejo Sunday only.

Trains will stop as follows:

At Suscol, Nos. 62, 64, 164 and 168 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 66, 68, 72, 74, 168 and 260 on signal
☞Nos. 162 and 166 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively
No. 164 Sunday will leave Cement Works 4:58 P. M.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above.
Trains must get clearance card at South Vallejo when an Operator is on duty.

WESTERN DIVISION: BRANCH LINES Calistoga Branch.

TOWARD SAN FRANCISCO.

West Bound.

First Class.

Flagging distance expressed in number of poles. Danger Point	Caution Point	Minimum running time between stations for freight trains—minutes.	TIME TABLE No. 109 AUG. 18, 1906. STATIONS.	DISTANCE FROM CALISTOGA	61 Calistoga Passenger Daily	65 Santa Rosa Passenger Daily	63 Calistoga Passenger Daily	67 Santa Rosa Passenger Daily	
			DN SAN FRANCISCO 29.01	72.79	A M AR 9.28	A M AR 9.28	P M AR 6.08	P M AR 6.08	
		Vallejo Ferry	D VALLEJO JUNC. 2.00	43.78	A M AR 8.02	A M AR 8.02	P M AR 4.55	P M AR 4.55	
			D SOUTH VALLEJO 1.60	41 78	7.50 A M LV	7.50 A M LV	4.35 P M LV	4.35 P M LV	
			N. VALLEJO WHF.						
			D SOUTH VALLEJO 1.10	41.78	A M AR s 7.40	A M AR s 7.50	P M AR s 4.25	P M AR s 4.35	
14	20	4	North Vallejo 3.28	40.68	s 7.37	s 7 47	s 4.22	s 4.32	
		8	Flosden 2.92	37.40	7.30	f 7.40	4.15	4.25	
		8	D NAPA JUNCTION 3.75	34.48	**7.25**	7.35 A M LV	**4.10**	4.20 P M LV	
		8	Thompson (Spur) 3.10	30.73	f 7.18		f 4.03		
		6	Imola (Spur) 1.31	27.63					
		3	D Napa 2.33	26.32	s 7.11		s **3.53**		
			Union 2.31	23.99	f 7.04		f 3.45		
		18	Oak Knoll 1.68	21.68	f 7.00		f 3.40		
			Trubody 2.26	20.00	f 6.57		f 3.36		
			D Yountville 3.44	17.74	s 6.52		s 3.30		
		7	D Oakville 1.89	14.30	s 6.46		s 3.21		
14	20	4	D Rutherford 1.94	12.41	s 6.42		s 3.16		
			Zinfandel 0.77	10.47	f 6.38		f 3.12		
		8	Thomann (Spur) 0.35	9.70					
			Crane 0.92	9.35	f 6.36		f 3.10		
			St. Helena 1.24	8.43	s 6.35		s 3.09		
			Krug 0.75	7.19	6.32		3.04		
			Barro 2.18	6.44	f 6.31		f 3.03		
		18	Bale (Spur) 0.74	4.26	f		f		
			Larkmead 0.67	3.52	f 6.26		f 2.56		
			Maple 2.85	2.85	f		f		
			D CALISTOGA (41.78)	0.00	6.20 A M LV		2.50 P M LV		
					Daily	Daily	Daily	Daily	
			Time over District		1 20	0.15	1 35	0.15	
			Average speed per hour		31 33	29 20	26.39	29.20	

Second Class. / Third Class.

STATIONS.	161 Passenger Daily	71 Suisun Passenger and Freight Daily	163 Napa Passenger and Freight Daily Ex. Sun.	169 Napa Passenger Sunday Only	167 Napa Passenger Sunday Only	165 Passenger Daily Ex. Sun.	§73 Suisun Passenger Daily		261 Calistoga Freight Daily Ex. Sun.			
DN SAN FRANCISCO												
D VALLEJO JUNC.												
D SOUTH VALLEJO												
N. VALLEJO WHF.												
D SOUTH VALLEJO		A M AR 10.05	A M AR 11.05	A M AR 10.30			P M AR 6.10					
North Vallejo		s10.00	s10.59	s10.27			s 6.07					
Flosden		f 9.50	f10.49	f10.20			f 6.00					
D NAPA JUNCTION	A M AR 6.15	**9.40** A M LV	{10.40 { 8.30	s10.15	P M AR **4.55**	P M AR 5.31	**5.55** P M LV		P M AR 4.35			
Thompson (Spur)	6.07		8.23	10.06	f 4.47	5.23						
Imola (Spur)												
D Napa	6.00 A M LV		8.15 A M LV	**9.58** A M LV	4.40 P M LV	**5.16** P M LV			**3.53**			
Union									3.03			
Oak Knoll									2.53			
Trubody									2.45			
D Yountville									2.33			
D Oakville									2.15			
D Rutherford									2.05			
Zinfandel									1.55			
Thomann (Spur)												
Crane									1.49			
St. Helena									1.43			
Krug									1.26			
Barro									1.23			
Bale (Spur)												
Larkmead									1.12			
Maple												
D CALISTOGA									1.00 P M LV			
	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only	Daily Ex. Sun.	Daily		Daily Ex. Sun.			
Time over District	0.15	0.25	2.50	0.32	0.15	0.15	0 15		3.35			
Average speed per hour	32.64	17 52	23.19	22.74	32.64	32.64	29 20		9 62			

Ferry.

STATIONS.	Steamer Trip For No. 61 and 65 Daily	Steamer Trip For No. 47 Daily	Steamer Trip Daily	Steamer Trip For No. 63 and 67 Daily	Steamer Trip For No. 19 Daily	Steamer Trip Tie up. Daily Ex. Sun.	Steamer Trip For No. 14 Sunday Only	Steamer Trip Tie up. Sunday Only
DN SAN FRANCISCO		A M AR 11.28						
D VALLEJO JUNC.		A M AR 10.20			P M AR 6.10		P M AR 7.25	
D SOUTH VALLEJO	A M AR 7.35		P M AR 12.10	P M AR 4.25		P M AR 7.05	7.10	P M AR 8.50
N. VALLEJO WHF.	7.25 A M LV	10.00 A M LV	12.01 P M LV	4.15 P M LV	5.45 P M LV	6.55 P M LV	7.00 P M LV	8.40 P M LV
	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday Only

FOOT-NOTES.—No. 164 is superior to No. 165.

No. 262 is superior to No. 261.

West-bound trains are superior to trains of the same class in the opposite direction (see rule 81), except as per foot-notes above.

Trains must get clearance card at Calistoga when an operator is on duty.

Trains will stop as follows:

At Suscol—Nos. 61, 63 and 163, on signal.
At Middleton—Nos. 61 and 63, on signal.
At Orphan's Home—Nos. 65, 67, 71, 73, 163 and 169 on signal.
Nos. 161, 165 and 167 will run to Cement Works at Napa Junction.
§ No. 73—No San Francisco connection.

WESTERN DIVISION BRANCH LINES: Santa Rosa Branch.

East Bound. FROM SAN FRANCISCO. — **TIME TABLE No. 109 AUG. 18, 1906.** — **TOWARD SAN FRANCISCO. West Bound.**

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.	Third Class.	First Class.					Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM SANTA ROSA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.					Third Class.
	294	68	406	66	404	402	Danger Point	Caution Point						Danger Point	Caution Point	65	401	403	67	405	293
	Santa Rosa Freight	Santa Rosa Passenger	C. N. Ry. Passenger (101)	Santa Rosa Passenger	C. N. Ry. Passenger (125)	C. N. Ry. Passenger (105)										Santa Rosa Passenger	C. N. Ry. Passenger (108)	C. N. Ry. Passenger (122)	Santa Rosa Passenger	C. N. Ry. Passenger (106)	Santa Rosa Freight
	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.										Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.
		PM LV 4.00		AM LV 7.40						0.00	SAN FRANCISCO	75.01				AM AR 9.28			PM AR 6.08		
28,071 WCT										31.01	D SOUTH VALLEJO W	44.00									
11,899 YO	AM LV 10.30	PM LV 5.47		AM LV 9.32						38.31	D NAPA JUNCTION	36.70				AM AR 7.32			PM AR 4.19		PM AR 5.05
									8		5.00		11								
714	10.58	f 5.57		f 9.42						43.31	D BUCHLI	31.70	5			7.19			4.08		4.47
714	10.58	Foot-note 5.57	PM LV Foot-note 4.25	Foot-note 9.42	AM LV Foot-note 7.20	AM LV Foot-note 6.55				43.31	Foot-note D C. N. Ry. Junc. BUCHLI	31.70				Foot-note f 7.19	AM AR 10.58	AM AR 11.15	Foot-note f 4.08	PM AR 6.55	4.47
									4		2.20										
721	11.07	f 6.02	4.30	f 9.47	7.25	7.00				45.51	Merazo	29.50				f 7.13	10.53	11.11	f 4.03	6.50	4.40
											1.26										
No Siding	11.13	Foot-note 6.05	Foot-note 4.32 PM AR	Foot-note 9.50	Foot-note 7.27 AM AR	Foot-note 7.02 AM AR				46.77	D RAMAL (No Siding) C. N. Ry. Junc.	28.24				Foot-note 7.10	Foot-note 10.50 AM LV	Foot-note 11.08 AM LV	Foot-note 4.01	Foot-note 6.48 PM LV	4.35
No Siding	11.13	6.05		9.50						46.77	D RAMAL (No Siding)	28.24				7.10			4.01		4.35
									8		3.54 C. N. Ry. Crossing		8								
1,582	11.35	f 6.12		f 9.58						50.31	D Shellville	24.70				f 7.04			f 3.54		4.20
									5		3.12		7								
310										53.43	Snyder (Spur)	21.58									
									2		1.38		3								
2,349 W	11.50	s 6.23		s10.08						54.81	D El Verano	20.20				s 6.56			s 3.45		3.45
									3		1.61										
606		f		f						56.42	Agua Caliente (Spur)	18.59				f			f		
									1		0.79										
369		f		f			14	20		57.21	Sobre Vista (Spur)	17.80				f			f		
									1		0.70 C. N. Ry. Crossing		5								
892	PM 12.02	f 6.30		f10.16						57.91	Yulupa	17.10		14	20	f 6.50			f 3.41		3.24
									1		0.69		4								
508	12.06	f 6.32		f10.18						58.60	Gelston	16.41				f 6.48			f 3.39		3.22
									3		1.51										
898	12.17	s 6.35		s10.22						60.11	Glen Ellen	14.90	5			s 6.45			s 3.36		3.18
									1		0.60										
499	12.19	f 6.36		f10.24						60.71	Warfield	14.30				f 6.44			f 3.34		3.10
									3		1.40										
525	12.23	f 6.39		f10.27						62.11	Beltane	12.90	6			f 6.41			f 3.30		3.05
									3		1.70										
505	12.28	f 6.43		f10.31						63.81	Wildwood	11.20				f 6.37			f 3.26		2.58
									1		0.70										
2,497	12.40	s 6.46		s10.34						64.51	D Kenwood	10.50				s 6.35			s 3.24		2.56
									2		1.43										
561		f		f						65.94	Lawndale (Spur)	9.07	9			f			f		
									1		0.67										
480	12.47	f 6.52		f10.40						66.61	Los Guilicos	8.40				f 6.29			f 3.19		2.42
									2		1.30										
1,290	12.52	f 6.55		f10.43						67.91	Annadel	7.10				f 6.26			f 3.16		2.37
											1.59		6								
		*		*					5	69.50	Oleson (Spur)	5.51				*			*		
											0.91										
1,078	1.00	f 7.01		f10.49						70.41	Melitta	4.60				f 6.20			f 3.10		2.28
									3		1.69		14								
992										72.10	Baku (Spur)	2.91									
									5		2.91										
5,434 WT	1.15 PM AR	7.12 PM AR		11.00 AM AR						75.01	D SANTA ROSA	0.00				6.10 AM LV			3.00 PM LV		2.10 PM LV
											(36.70)										
	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.										Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.
	2.45	1.25	0.07	1 28	0.07	0.07					Time over District					1.22	0.08	0.07	1.19	0.07	2.55
	13.34	25.90	29.66	25 02	29.66	29.66					Average speed per hour					26.85	25.95	29.66	27.87	29.66	12.58

☞ **FOOT-NOTES.**—Nos. 401, 402, 403, 404, 405 and 406 are superior to Nos. 65, 66, 67 and 68.

No. 294 is superior to No. 293.

West-bound trains (or trains running from Santa Rosa to Napa Junction) are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-note above.

Trains must get clearance card at Santa Rosa when an Operator is on duty.

NOTE CAREFULLY.—Between Ramal and Buchli Automatic Signals are in operation. See Special Rule, page 25, Santa Rosa Branch.

Trains will stop as follows:

Tule Vista Nos. 65, 66, 67 and 68 during hunting season will stop on signal.
At Felice—Nos. 65, 66, 67 and 68 on signal.

WESTERN DIVISION: S. P. C. Ry.—San Francisco and Santa Clara.

East Bound. FROM SAN FRANCISCO. | **TOWARD SAN FRANCISCO. West Bound.**

Length of sidings in feet, and location of Scales, Coal, Water and Turning Stations.		Third Class.	First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 109 AUG. 18, 1906.	DISTANCE FROM SAN JOSE.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.				Third Class.
		802 San Jose Way Freight	506 Wrights Passenger	58 Santa Cruz Passenger	502 Wrights Passenger	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	505 Wrights Passenger	507 Wrights Passenger	501 Wrights Passenger	57 Santa Cruz Passenger	801 San Jose Way Freight
		Daily	Daily	Daily	Daily										Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily
			PM LV 4.20	PM LV 2.00	AM LV 7.20				0.00	DN SAN FRANCISCO 3.0	47.9				AM AR 8.48	AM AR 10.48	PM AR 5.48	PM AR 7.28	
5,198		PM LV 1.15	PM LV 5.10	PM LV 2.48	AM LV **8.10**				14.3	DN Elmhurst 2.58	33.7				AM AR s **8.00**	AM AR s 9.55	PM AR s 4.53	PM AR 6.35	PM AR 9.40
930		1.22	f 5.15	2.52	f 8.15			4	16.1	Andro (Spur) 2.3	31.8	5			f 7.54	f 9.48	f 4.48	6.30	9.32
		1.34	f 5.21	2.57	f 8.20			5	18.4	Robert 2.3	29.5	7			f 7.49	f 9.43	f 4.42	6.25	9.23
990		1.45	f 5.27	3.02	f 8.26			5	20.7	Russell 1.4	27.2	7			f 7.44	f 9.39	f 4.37	6.21	9.15
1,470		1.52	s 5.30	3.04	s 8.31			3	22.1	D Mt. Eden 3.8	25.8	5			s 7.40	s 9.37	s 4.35	6.18	9.10
870		2.10	s 5.40	f 3.12	s 8.42			7	25.9	D Alvarado 0.8	22.0	10			s 7.32	s 9.30	s 4.27	s 6.10	8.55
		2.14	f 5.42	3.14	f 8.44			2	26.7	Hall (No Siding) 2.3	21.2	3			f 7.28	f 9.28	f 4.25	6.08	8.43
		2.25	f 5.48	3.18	f 8.50			10	29.0	Arden (Spur) 2.1	18.9	16			f 7.24	f 9.23	f 4.20	6.04	8.35
1,020	W	2.45	s **6.01**	s 3.24	s 8.57				31.1	D NEWARK 2.3	16.8				s 7.20	s 9.20	s 4.16	s **6.01**	8.25
690		2.56	f 6.06	3.28	f 9.00			5	33.4	Mowry (Spur) 3.5	14.5	7			f 7.16	f 9.15	f 4.12	5.56	8.00
640		3.13	f 6.13	3.33	f **9.09**			7	36.9	Drawbridge (Spur) 2.7	11.0	11			f 7.08	s **9.09**	f 4.06	5.50	7.40
1,026		**3.28** **4.02**	s 6.18	**3.38**	s 9.14			5	39.6	D Alviso (Spur) 2.7	8.3	8			s 7.03	s 9.01	s **4.02**	f 5.45	7.25
2,191		4.20	s 6.22	f 3.42	s 9.22			5	42.3	D Agnew 3.0	5.6	8			s 6.58	s 8.54	s **3.57**	f 5.40	7.05
		4.40 PM AR	6.28 PM AR	Foot-note **3.50** PM AR	9.30 AM AR			4	45.3	D Santa Clara 2.6	2.6	8			6.52 AM LV	8.47 AM LV	Foot-note **3.50** PM LV	5.35 PM LV	6.45 PM LV
			6.35 PM AR		9.35 AM AR				47.9	DN SAN JOSE S. P. C. Ry. Depot.	0.0				6.45 AM LV	8.40 AM LV	3.35 PM LV		
		5.00 PM AR		3.55 PM AR						DN SAN JOSE Market St. Coast Line.								5.30 PM LV	6.25 PM LV
		Daily	Daily	Daily	Daily					47.9					Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily
			1.18	1.02	1.20					Time over District					1.08	1.08	1.13	1.00	2.55
			24.10	31 00	23.25					Average speed per hour					27.50	27.50	25.30	31.50	10.25

☞ **FOOT-NOTE.—No. 501 will wait at Santa Clara until 3.53 p. m. for No. 58. No. 501 will take siding.**

Trains must obtain clearance cards before leaving Santa Clara when operator is on duty.

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81.

Trains will stop as follows: At Artfs, all trains except Nos. 57 and 58 on signal.

EAST BOUND. CENTERVILLE AND NEWARK. WEST BOUND.

Daily	Sunday Only	Daily Ex. Sun.	STATIONS.	Daily Ex. Sun.	Sunday Only	Daily
PM LV 6.05	AM LV 9.25	AM LV 9.00	NEWARK 3.0	AM AR 7.20	AM AR 8.55	PM AR 4.10
6.30 PM AR	9.50 AM AR	9.25 AM AR	CENTERVILLE	6.55 AM LV	8.30 AM LV	3.45 PM LV

Movement of trains between Santa Clara and San Jose (Coast Line Depot) will be governed by current Coast Division time-table.

San Jose yard limits, from Santa Clara to Valbrick on the standard gauge line, and from Santa Clara to Dougherty on narrow gauge line.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. Eastbound trains must get a signal to "proceed" from the switch tender at switch to old main line (or round house track) before fouling said junction switch.

Engineers approaching Santa Clara interlocking tower must sound 1 short, 1 long, 1 short — ——— — blast of the whistle if they wish switches lined up for Standard gauge main track, 2 short, 1 long, 2 short — — ——— — — blasts of the whistle if they wish switches lined up for Third rail, 2 short and 1 long and 1 short — — ——— —. if they wish switches lined up for S. P. C. Ry.

Derail switch just west of fouling point of Coast Division Main Line.

WESTERN DIVISION.

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

REGISTERING STATIONS.

MAIN LINE.

Oakland Pier—Dispatcher's office (Passenger trains).
West Oakland (2d class and inferior trains).
Oakland, 16th St. (1st class only).
Port Costa.
Benicia.
Suisun (Branch trains only).
Elmira (Branch trains only).
Davis.
Sacramento Depot (1st and 2d class trains).
Sacramento 12th St. (2d class and inferior trains).
Oakland, 1st and Broadway.
Niles.
Livermore.
Tracy
Lathrop.
Stockton.
Lodi.
Galt (Branch trains only).
Brighton.
Martinez.
Avon.
Mendota.
Merced.
Berenda.
Madera.
Fresno.

BRANCHES.

Concord
San Ramon.
Montpelier.
Peters.
Oakdale.
Raymond.
Milton.
Valley Spring.
Ione.
South Vallejo.
Napa Junction.
Napa.
Calistoga.
Santa Rosa.
Creston.
Rumsey.
San Jose.
Santa Clara.
Newark.
Centerville.

NOTE.—At **Elmhurst** register for end double track. See special rule page 24.

At **Elvas Tower** Towerman will keep Register of Western Division trains for information of inferior trains, when desired.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but will throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are of the same or inferior class to the train taking down signals.

Note.—See bottom page 20 as to Registering at Ramal and Buchli.

Enginemen, before leaving any registering station, except as above provided, will require from the Conductor a check on proper blank showing the numbers of all superior trains, if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

TELEGRAPHONE INTERMEDIATE STATIONS.

"Telegraphone Intermediate Stations" to be used in accordance with Circular No. 812, Nov. 23, 1905, and instructions from General Superintendent.

Train and Engine men should use this apparatus in case of accident or great delay reporting promptly any failures.

Oakland Pier.—Dispatchers office.
Vallejo Junction.
Port Costa.
Avon.
Tracy.
Mendota.
Niles.
San Jose.
Lathrop.
Stockton.
Lodi.
Galt.
Sacramento.
Benicia.
Suisun.
Elmira.
Napa Junction.
Santa Rosa.
Calistoga.
Merced.

At Fruitvale and West Berkeley "phones" have been installed for suburban trains only.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule or on left hand margin of page indicate:

"s"—regular stop.
"f"—flag stop to receive or discharge passengers or freight.
"*"—stop only to leave passengers.
"†"—stop on signal to receive passengers.
"¶"—stop for meals.
"l"—leave.
"a"—arrive.
"DN"—day and night telegraph office.
"D"—day telegraph office.
"N"—night telegraph office.
"P"—telephone.
"W"—water station.
"C"—fuel station.
"T"—turntable.
"Y"—wye.
"O"—track scales.

Other signs are explained at foot of page on which they appear.

NOTE.—West-bound overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at terminals or junctions, will stop to leave such passengers.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

Extra trains may pass, or run ahead of, third-class trains without receiving an order to do so.

Automatic Block Signals are in service between Buchli and Ramal, Oakland Pier and Port Costa; Benicia and Sacramento; Tracy and Stockton; Oakland Pier and Fruitvale, Tracy and Antioch. Also installation of such signals in progress between Antioch and Port Costa. Such signals will be considered in operation when signal blades are applied and lights are burning at night. See Rules 38 to 51, inclusive, pages 94 to 97, and be governed accordingly. Trainmen and Enginemen must use extreme care in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains. The side track end of ALL LINK SWITCHES at all stations, especially Davis, Elmira and Suisun, after using must be left lined up for SIDING. If left set for main line, signals will stand at danger.

Referring to Rule 40, Page 94, Standard Rules. On single track, trains will wait five minutes before following flagman, under conditions outlined in said rule. On double track, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

NOTE.—EAST-BOUND train, with a "meet" on double track between Army Point and Arsenal, must stand WEST of signal No. 352 until West-bound trains have passed signal No. 355, near junction switch, to avoid holding Intermediate Signal against West-bound trains.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, page 18.

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"

Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged. If two trains approach a station at the same time, west-bound trains to have preference to such station, except suburban trains will have preference over all others at Oakland (16th St.) and between Oakland Pier and Fruitvale. This rule must be strictly observed between Oakland Pier and Fruitvale.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

TOWER No. 1.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2, and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 111, page 107.)

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

TOWER No. 2.—Easterly or Shore End of Oakland Pier (Mole).

TOWER No. 3.—Crossing Coast Division, First and Harrison Streets, Oakland.

The crossing of the Coast Division and Harrison Street Bridge.

The two-arm signal pole has been located about 600 feet east of Tower No. 3 on 1st Street and governs west-bound trains: Top arm governs west on main-line to present signal near Tower 3; lower arm governs through new cross-over link and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole has been located at the new junction of the 14th Street Line with the old Alameda Line. Top arm governs west-bound trains through the cross-over link and into Broadway (1st Street); lower arm governs over 1st Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of 14th Street and Alameda Line; lower arm governs through new "Y" and out on east-bound main-line on 1st Street.

TOWER No. 4.—Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing of Coast Division, 7th and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one-arm "home" signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

TOWER No. 9.—East Oakland on 1st and 7th Street Lines. (See page 24.)

TOWER No. 11.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.

Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

TOWER No. 12.—Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on west-bound track through Junction Switch.

TOWER No. 13.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWER No. 14.—Crossing A. T. & S. F. Ry., 1.79 miles west Merced (Oakdale Branch.)

TOWER No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.41 miles east of Berenda.

TOWER NO. 16.—San Jose; Junction of Western Division Niles Line and Coast Division.

All signals in Interlocking System govern tracks in accordance Standard Rules 110 to 130, pages 106 to 109 inc.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towermen.

DRAW BRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough, speed must not exceed 15 miles per hour crossing above bridges.

SACRAMENTO, west end Sacramento River Bridge, east-bound trains must not exceed six miles per hour full length of train.

If signals are clear proceed not exceeding speed above. If at Danger come to full stop, sending flagman ahead and be governed by Rule 119, page 108.

SAN FRANCISCO AND PORT COSTA.

(See top of page for Automatic Block Limits.)

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 12, to the switchman.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

West-bound main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there.

Double track extends from 16th Street, Oakland, to Port Costa. All trains will take the right-hand track (the two tracks next the Bay for trains of this Time Table.)

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

*"**Freight trains** will move with the current of traffic without reference to class of train, being governed by automatic signals. Such freight trains must, however, clear the time of passenger trains moving in the same direction; telegraph offices at stations named on pages 2 and 3 will be maintained without semaphores, orders on Form 19 to be issued at such stations when desirable."*

"A regular train may pass and run ahead of a train of the same class, or its sections.

"A section may pass or run ahead of another section of the same train, first exchanging orders, signals and numbers with the section to be passed.

"An extra train may pass and run ahead of extra and third class trains or their sections.

" Work extras must be assigned working limits. Within these limits such trains must move with the current of traffic, unless train orders otherwise direct."

SPECIAL RULES—Continued.

SAN FRANCISCO AND PORT COSTA—(Continued).

Tracks located leading into San Pablo Siding extends to the P. C. Co. Oil Works—near Richmond. Switching service in operation between San Pablo and Richmond. Also between P. C. Co. Oil Works and Point San Pablo.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line. Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

PORT COSTA AND SACRAMENTO.

(See page 22 for Manual Block Limits.)

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as double track main line. Trains taking the right-hand track when moving east or west, as case may be.

At Benicia, trains will be governed by special rules issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for the right-hand or west-bound track, and if used must be restored to such position.

Signalman will open and close switch for Nos. 2, 10, 14 and 48 when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must be handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Stockton line.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

SAN FRANCISCO AND TRACY.

Double track extends from Oakland Pier to Elmhurst via First Street. All TRAINS WILL TAKE THE RIGHT-HAND TRACK. Suburban trains of Alameda line will use main line double track between Oakland Pier and Fruitvale. Surburban trains on the Seventh Street line will also use main line double track with „current of traffic" between EAST OAKLAND and Fruitvale.

The east end of double track (Elmhurst) being east switch of link west of Junction Switch for South Pacific Coast main line trains.

The Junction Switch will stand normally for east-bound trains, Oakland to Niles line.

All trains to or from South Pacific Coast line must open and close junction switch.

All west-bound, Niles to Oakland, trains will open and close switch at east end of double track.

The west link switch in west-bound main-line leading to junction switch will be set for west-bound trains.

The third track between Fruitvale and Melrose will be used by Seventh Street local suburban trains and switching trains as occasion may require.

Movement of all trains between OAKLAND PIER and FRUITVALE, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of time table and train order rights, except that freight and extra trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Junction switches for Alemada line will be handled by switch tenders. Trains must approach these junction switches and call for signal by switch tender before proceeding.

Movement of trains through switches at EAST OAKLAND will be governed by Interlocking signals. East-bound main-line signal is located about 400 feet west of cross-over link. Switch with DERAIL 50 FEET IN ADVANCE.

East-bound Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

West-bound trains are governed by two-arm signal located about 400 feet east of cross-over link — upper arm for main line; lower arm for Seventh Street line.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, — — ——— —. as a signal to switch tender. Alameda line suburban trains will give one short, one long and one short blast of the whistle, thus, — ——— —, as a signal to switch tender. Main line trains via Niles will observe Rule 14, page 12; Rule 324, page 60, when necessary.

Day and night telegraph office and register kept at Elmhurst. All west-bound trains from Niles will register or leave registering ticket, Form 2588, for operator to register. All SOUTH PACIFIC COAST line trains will register whether east or west-bound.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at any station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one arm "home" signal almost opposite the tower. Derailing switches in both east and west-bound main line tracks fifty feet beyond the signal poles. All other train movements at this tower to be controlled by dwarf signals.

East-bound trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by inter-locked semaphore signals controlled from tower near Third Street.

TRACY, STOCKTON, LODI AND SACRAMENTO.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the "Yard Limits" at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

All trains must be brought fully under control before passing over railroad crossing east of French Camp, notwithstanding flagmen may give clear signal, either by flag or semaphore, when the engine whistles for the crossing.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

The "LONG SIDING" extending from SOUTH ST., STOCKTON, to EL PINAL may be used as second track for main-line train movement under special orders.

Between Asylum Switch and South St. yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Spring line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switch tender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

On the double track between Sacramento and Elvas all trains must use the right hand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains to or from Brighton, will sound two long and three short blasts of the whistle, ——— ——— — — —, as a signal for the Towerman to set the switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 40, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 919 governing westbound main line near Twenty-First Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

See current Sacramento Division Time Table for further Instructions.

Junction switch at Brighton west of the depot must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas Line at Brighton, under control so as to avoid striking trains of either line which may be using same.

SPECIAL RULES—Continued.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table rights. A freight train, however, must not enter a clear block if a passenger train is so nearly due at opposite end of block that the freight train cannot clear the time of the passenger train five (5) minutes; but after such passenger train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the California Northwestern Line. Signals will stand normally at "clear" for California Northwestern and at "danger" for Southern Pacific trains.

Before entering the automatic block limits, S. P. trainmen must set junction switch for S. P. line, which, if no train is occupying the block, will cause signal to assume the "clear" position, after which S. P. train may proceed.

A train of either line finding signal at entrance to block at "danger" and not changing to "clear," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 40.

In all other respects train and enginemen will be governed by Automatic Block System Rules Nos. 32 to 51 inclusive, current Book of Rules.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg.	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. J. J. Meigs, Division Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J P. Dunn, District Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. W. Lucas, Emergency Surgeon	Richmond, Cal	Richmond.
Dr. H. E. Morrison	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. J. G. Nellis, Emergency Surgeon	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. D. Grissim	San Jose, Cal	Between Milpitas and San Jose.
Dr. J. U. Hall, Consult'g and Emerg'y Surg.	San Jose, Cal	
Dr. W. L. Wilson, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Martinez.
Dr. Frank Rattan, District Surgeon	Martinez, Cal	Between Port Costa and Cornwall.
Dr. W. S. George, District Surgeon	Antioch, Cal	Between Cornwall and Byron.
Dr. Geo. F. Wise, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. C. Mathewson, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun, Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer, District Surgeon	Vacaville, Cal	
Dr. E. K. Caldwell, District Surgeon	Winters, Cal	Between Vacaville and Rumsey.
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E. Bates	Davis, Cal	Between Tremont and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove.
Dr. G. L. Stevenson	Sacramento, Cal	Between Webster, Sacramento and Elk Grove,
Dr. W. E. Briggs, Oculist and Aurist	Sacramento, Cal	
Dr. F. W. Harms	Galt, Cal	Between Arno, Acampo and Cicero.
Dr. H. Beattie, District Snrgeon	Elk Grove, Cal	Between Florin and Arno.
Dr. A. L. Adams, District Surgeon	Ione, Cal	Between Cicero and Ione.
Dr. W. W. Fitzgerald	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. W. Colman, District Surgeon	Lodi, Cal	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley, District Surgeon	Milton, Cal	Between Peters and Milton.
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Waterford.
Dr. J. P. Wilkes, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth, District Surgeon	Waterford, Cal	Between Oakdale and Montpellier.
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. H. V. Monnett, Emergency Surgeon	Turlock, Cal	
Dr. A. M. Smith	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. A. H. Byars	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp, District Surgeon	Raymond, Cal	Between Berenda and Raymond.
Drs. W. T. and J. L. Maupin	Fresno, Cal	Between Borden and Fresno.

OSPITALS:

General Hospital—S. P. Hospital, San Francisco, Cal.

Division Hospital—S. P. Hospital, Sacramento, Cal.

Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

(Revised, Oct. 1st., 1905.)

CLASS. "C"-Consolidation Engines "T"-Ten-Wheelers "M"-Moguls "A"-Atlantic Type "P"-Pacific Type "S"-Switch "E"-Eight-Wheelers "TW"-Twelve-Wheelers	ENGINE NUMBERS.	BOILER PRESSURE.	BENICIA TO *SACRAMENTO.	BETWEEN †OAKLAND AND MENDOTA (VIA MARTINEZ).		BETWEEN TRACY AND SACRAMENTO.	TRACY TO NILES.	NILES TO TRACY.	OAKLAND TO SAN JOSE.	SAN JOSE TO OAKLAND.	BETWEEN LATHROP AND FRESNO.	**NAPA JUNCTION TO SUISUN.	**SUISUN TO NAPA JUNCTI
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—63$\frac{16}{24}$ 34	1214	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57$\frac{16}{24}$ 39	1220, 1222	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{16}{24}$ 39	1224, 1225	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{17}{24}$ 40	1284	140	1340	1360	1790	1340	460	500	990	1095	1415	440	300
E—63$\frac{16}{24}$ 48	1239	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63$\frac{16}{24}$ 39	1218, 1273	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57$\frac{17}{24}$ 49	1276, 1282, 1283	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63$\frac{17}{24}$ 40	1215, 1226	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57$\frac{17}{24}$ 40	1268, 1285	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63$\frac{17}{24}$ 43	1263, 1287, 1291	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57$\frac{17}{24}$ 57	1272, 1286, 1292	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63$\frac{17}{24}$ 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 52	1309	150	1770	1785	2345	1770	835	685	1315	1450	1860	610	425
E—63$\frac{17}{24}$ 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69$\frac{17}{26}$ 53	1362, 1363	150											
E—69$\frac{17}{26}$ 55	1364, 1365	150											
E—63$\frac{17}{24}$ 47	1278, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63$\frac{17}{24}$ 47	1341, 1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69$\frac{18}{24}$ 68	1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69$\frac{18}{28}$ 57	1415, 1416, 1418	150	1945	2135	2815	1945	690	735	1425	1575	2025	670	465
E—69$\frac{18}{28}$ 62	1419, 1420, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73$\frac{20}{24}$ 92	1446	180											
E—69$\frac{18}{26}$ 73	1463	160											
E—62$\frac{18}{26}$ 65	1474	160											
E—62$\frac{18}{26}$ 62	1475, 1478, 1479, 1480	160											
M—63$\frac{20}{28}$ 126	1619, 1622, 1629, 1635, 1636, 1641, 1655, 1656, 1663	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{20}{28}$ 126	1667, 1671, 1673, 1674, 1682, 1685, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{15\frac{1}{2}\text{-}26}{28}$ 144	1741, 1751, 1758, 1785, 1798, 1802	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57$\frac{18}{24}$ 72	2004, 2005	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 55	2010	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57$\frac{18}{24}$ 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—63$\frac{18}{24}$ 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63$\frac{18}{24}$ 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57$\frac{18}{24}$ 64	2032, 2034, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T 57$\frac{18}{24}$ 67	2042, 2045, 2046, 2061, 2064, 2070, 2074, 2086, 2089	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57$\frac{18}{24}$ 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 66	2105	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 79	2108, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63$\frac{18}{24}$ 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57$\frac{18}{24}$ 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57$\frac{18}{24}$ 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57$\frac{18}{24}$ 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57$\frac{18}{24}$ 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69$\frac{19}{24}$ 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—57$\frac{18}{24}$ 66	2112	145	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2114	160	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—69$\frac{20\text{-}29}{26}$ 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
TW-51$\frac{20}{26}$ 110	2802, 2804	160	3165	3285	4485	3165	1225	1225	2245	2440	3165	1275	930
A—84$\frac{15\text{-}25}{28}$ 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79$\frac{15\text{-}25}{28}$ 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81$\frac{20}{28}$ 105	3025, 3026	200											
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—Ms.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60% engine rating will be given switch engine helper out of Oakland yard.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

TONNA

To find maximum load that can be hauled at ten miles per hour on ruling grade
west, as the case may be. "F" de

STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia.........		....
Oakland and Stockyard........	1.50	1.50	Benicia and Army Point	2.77	2.77
Stockyard and West Berkeley ..	1.50	1.50	Army Point and Goodyear	2.77	2.77
West Berkeley and Stege.......	1.50	2.66	Goodyear and Teal	2.77	2.77
Stege and San Pablo...........	1.50	2.00	Teal and Suisun	2.77	2.77
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77
Rodeo and Vallejo Jct..........	2.66	1.83	Cannon and Elmira.............	1.21	1.00
Vallejo Jct. and Crockett.......	F	1.83	Elmira and Batavia	1.47	1.66
Crockett and Port Costa........	2.66	2.53	Batavia and Dixon.............	1.47	1.46

STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh........	1.66	2.60	Ingomar and Linora	1.73	1.50
Firebaugh and Oxalis..........	2.00	F	Linora and Gustine	2.33	1.47
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman..........	1.66	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing.*.	2.66	1.50
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald ...	1.73	2.00
Los Banos and Volta...........	1.40	1.53	Emerald and Westley	1.33	1.66
Volta and Ingomar.............	1.50	2.33	Westley and Vernalis	1.60	1.53

STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon...........	1.50	2.00	Berenda and Minturn	1.50	2.60
Herndon and Madera	1.50	1.90	Minturn and Athlon............	1.50	2.20
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10

STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood.........	1.76	1.22
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43

W. R. SCOTT,
Superintendent.

A.

SOUTHERN PACIFIC COMPANY
(Pacific System)

OFFICE OF SUPT., WESTERN DIVISION
Oakland Pier, 8/15/06

AUG
17
1906

CIRCULAR #626

ALL PASSENGER CONDUCTORS
AND TRAINMEN

Your attention is called to new time-table, No.109, effective 12:01 A M, Saturday, August 18th.

New trains, Nos.57 and 58, will run between Oakland and Santa Cruz via Santa Clara and San Jose.

Train #19 is to make connection from the Clear Lake Branch at Elmira, also steamer connection from North Vallejo at Vallejo Jct.

Page #4,--No.112 is to make stop instead of #54 at Sheep Camp.

Page #6,--#84 is to stop at Peyton to leave passengers.

Pages 8 & 9,--note that all passenger trains stop at Fruitvale in both directions; also note that while Seminary Park is a stop for all passenger trains except 38 and 82 it is also desired that none of the trains running via Newark shall stop at this point.

Page 19,--train #73,-conductor of such train should be particular and note he has no San Francisco connection. He should advise agents between South Vallejo and Suisun of this fact.

The equipment on train #58 will consist of baggage car, smoker, and two or three chair cars. We want nice equipment on this train.

Please note that train, engine, engine crew and equipment of trains 121 and 122 will run trains 111 and 112 daily between Sacto and Davis. Conductor Donlin and his engineer will fullfil this order.

Kindly study the time-table carefully as important changes have been made.

W.R.SCOTT,
Superintendent.

Mr.W.R.S.-Cir.#626, 8/15/06, relative to changes in time-table 109, received and understood.

SIG

TONNAGE RATING—WESTERN DIVISION.

(Revised, Oct. 1st., 1905.)

CLASS. "C"-Consolidation Engines "T"-Ten-Wheelers "M"-Moguls "A"-Atlantic Type "P"-Pacific Type "S"-Switch "E"-Eight-Wheelers "TW"-Twelve-Wheelers	ENGINE NUMBERS.	BOILER PRESSURE.	BENICIA TO ⋆SACRAMENTO.	BETWEEN † OAKLAND AND MENDOTA (VIA MARTINEZ).		BETWEEN TRACY AND SACRAMENTO.	TRACY TO NILES.	NILES TO TRACY.	OAKLAND TO SAN JOSE.	SAN JOSE TO OAKLAND.	BETWEEN LATHROP AND FRESNO.	⋆⋆ NAPA JUNCTION TO SUISUN.	⋆⋆ SUISUN TO NAPA JUNCTION.
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—63$\frac{16}{24}$ 34	1214	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57$\frac{16}{24}$ 39	1220, 1222	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{16}{24}$ 39	1224, 1225	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63$\frac{17}{24}$ 40	1284	140	1340	1360	1790	1340	460	500	990	1095	1415	440	300
E—63$\frac{16}{24}$ 48	1239	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63$\frac{16}{24}$ 39	1218, 1273	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E-57$\frac{17}{24}$ 49	1276, 1282, 1283	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63$\frac{17}{24}$ 40	1215, 1226	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57$\frac{17}{24}$ 40	1268, 1285	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63$\frac{17}{24}$ 43	1263, 1287, 1291	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57$\frac{17}{24}$ 57	1272, 1286, 1292	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63$\frac{17}{24}$ 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63$\frac{17}{24}$ 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63$\frac{17}{24}$ 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69$\frac{17}{26}$ 53	1362, 1363	150	....	....	....	....	....	....	....	....	....	....	....
E—69$\frac{17}{26}$ 55	1364, 1365	150	....	....	....	....	....	....	....	....	....	....	....
E—63$\frac{17}{24}$ 47	1278, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63$\frac{17}{24}$ 47	1341, 1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69$\frac{18}{24}$ 68	1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69$\frac{18}{28}$ 57	1415, 1416, 1418	150	1945	2135	2815	1945	690	735	1425	1575	2025	670	465
E—69$\frac{18}{28}$ 62	1419, 1420, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73$\frac{20}{24}$ 92	1446	180	....	....	....	....	....	....	....	....	....	....	....
E—69$\frac{18}{26}$ 73	1463	160	....	....	....	....	....	....	....	....	....	....	....
E—62$\frac{18}{26}$ 65	1474	160	....	....	....	....	....	....	....	....	....	....	....
E—62$\frac{18}{26}$ 62	1475, 1478, 1479, 1480	160	....	....	....	....	....	....	....	....	....	....	....
M—63$\frac{20}{28}$ 126	1619, 1622, 1629, 1635, 1636, 1641, 1655, 1656, 1663	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{20}{28}$ 126	1667, 1671, 1673, 1674, 1682, 1685, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63$\frac{15\frac{1}{2}\text{-}26}{28}$ 144	1741, 1751, 1758, 1785, 1798, 1802	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57$\frac{18}{24}$ 72	2004, 2005	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 55	2010	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57$\frac{18}{24}$ 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T-63$\frac{18}{24}$ 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63$\frac{18}{24}$ 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57$\frac{18}{24}$ 64	2032, 2034, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T 57$\frac{18}{24}$ 67	2042, 2045, 2046, 2061, 2064, 2070, 2074, 2086, 2089	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57$\frac{18}{24}$ 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57$\frac{18}{24}$ 66	2105	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 79	2108, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63$\frac{18}{24}$ 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57$\frac{18}{24}$ 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57$\frac{18}{24}$ 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57$\frac{18}{24}$ 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57$\frac{18}{24}$ 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69$\frac{19}{24}$ 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—57$\frac{18}{24}$ 66	2112	145	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57$\frac{18}{24}$ 73	2114	160	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—69$\frac{20\text{-}29}{26}$ 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
TW-51$\frac{20}{26}$ 110	2802, 2804	160	3165	3285	4485	3165	1225	1225	2245	2440	3165	1275	930
A—84$\frac{15\text{-}25}{28}$ 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79$\frac{15\text{-}25}{28}$ 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81$\frac{20}{28}$ 105	3025, 3026	200	....	....	....	....	....	....	....	....	....	....	....
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS—Ms.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

⋆ Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.
† Trains with over 60% engine rating will be given switch engine helper out of Oakland yard.

⋆⋆ For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.

TONNA

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed, which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia		....	Dixon and Tremont	2.13	1.38	Acampo and Lodi	1.00	1.33	Pleasanton and Sunol	1.26	1.72
Oakland and Stockyard	1.50	1.50	Benicia and Army Point	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2.66	Sunol and Niles	1.17	F
Stockyard and West Berkeley	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro	1.53	1 40
Stege and San Pablo	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton	1.84	1.00	Lathrop and Banta	2.66	1.08	San Leandro and Haywards	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin	1.00	2.14	Banta and Tracy	1.23	1.08	Haywards and Niles	1 01	1.12
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77	Florin and Elk Grove	2.00	1.46	Tracy and Midway	F	1.22	Niles and Warm Springs	1 09	1.00
Rodeo and Vallejo Jct	2.66	1.83	Cannon and Elmira	1.21	1.00	Elk Grove and McConnel	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett	F	1.83	Elmira and Batavia	1.47	1.66	McConnel and Galt	1.66	1.00	Altamont and Livermore	1.00	F	Milpitas and San Jose	1.01	2.76
Crockett and Port Costa	2.66	2.53	Batavia and Dixon	1.47	1.46	Galt and Acampo	2.00	1.33	Livermore aud Pleasanton	1.26	5.47			

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth	1.30	2.66	Byron and Brentwood	1.93	1 50	McAvoy and Bay Point	1 66	2.33
Firebaugh and Oxalis	2.00	F	Linora and Gustine	2.33	1.47	Yarmouth and Lyoth	2.66	2.00	Brentwood and Neroly	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald	1.73	2.00	Bethany and Herdlyn	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta	1.40	1.53	Emerald and Westley	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct.	F	1.83
Volta and Ingomar	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00	Berenda and Minturn	1.50	2.60	Merced and Atwater	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon	2.20	F
Herndon and Madera	1.50	1.90	Minturn and Athlon	1.50	2.20	Atwater and Livingston	1.80	F	Keyes and Modesto	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct.	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville	2.35	6.00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

W. R. SCOTT,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

W. H. NORTON,
Asst. Superintendent.

SOUTHERN PACIFIC COMPANY
(Pacific System)

#3474
OFFICE OF SUPT., WESTERN DIVISION
Oakland Pier, July 2, 1906.

JUL 2 1906

Supplement "B" to Western Division Time-table No. 108, effective Six, 6:00 A M, Tuesday July 3rd, 1906. Superseding page 11 of Coast Division Timetable No. 64, at present in effect, also Western Division Circular #324, but special rule 15, page 21, remains in force.

Note carefully pages 8 and 9, and special rules, pages 21, 22 and 23, Western Division Timetable No. 108, also circulars Nos. 322 and 323 of April 28th, 1906.

SAN FRANCISCO AND SANTA CLARA.

From San Francisco East Bound			Dis. fm S.F.	Supplement "B" to Time Table No. 108	Dis. fm S.J.	Toward San Francisco West Bound		
3rd Class	1st Class					1st Class		3rd Class
S.J. WayFrt. 802	Wrights Passgrs. 506	Wrights Passgrs. :502		STATIONS		Wrights Passgrs. 505	Wrights Passgrs. 501	S.J. WayFrt. 801
Daily	Daily PM Lv.	Daily AM Lv.				Daily Am Ar.	Daily PM Ar.	Daily
	4.20	7:20	0.0	SAN FRAN.	47.9	8.48	5.48	
PM Lv. 12.45	4:48	7:48	4.5	Oak. Pier	43.4	8:22	5:20	PM Ar. 10:15
			5.8	West Oak.	42.1			
	s 4:57	s 7:57	7.6	Oak. 1st St.	40.4	s 8:13	s 5.10	
	s 5:03	s 8:03	10.6	Fruitvale	37.1	s 8:07	s 5:03	
1:15 PM	s 5:10 PM	s 8:10 AM	14.3	Elmhurst	33.7	8:00 AM	# 4:53 PM	9:40 PM
1:15	5:10	# 8:10	14.3	Elmhurst	33.7	# 8:00	4:53	9:40
1:29	f 5:15	f 8:15	16.1	W.S.Leandro	31.8	f 7:54	f 4:47	9:32
1:42	f 5:20	f 8:21	18.4	W.S.Lorenzo	29.5	f 7:49	f 4:42	9:22
1:51	f 5:25	f 8:27	20.7	Russell	27.2	f 7:44	f 4:37	9:12
2:02	s 5:28	s 8:31	22.1	Mt. Eden	25.8	s 7:40	s 4:33	9:05
2:20	s 5:36	s 8:42	25.9	Alvarado	22.0	s 7:32	s 4:26	8:50
2:25	f 5:38	f 8:44	26.7	Hall	21.2	f 7:28	f 4:24	8:42
2:35	f 5:43	f 8:53	29.0	Arden (Spur)	18.9	f 7:24	f 4:18	8:30
2:50	s 5:48	s 8:57	31.1	Newark (W)	16.8	s 7:20	s 4:13	8:20
3:01	f 5:53	f 9:02	33.4	Mowry	14.5	f 7:16	f 4:08	7:50
3:20	f 6:01	f 9:11	36.9	Drawbridge	11.0	f 7:08	f 4:01	7:30
# 3:55	s 6:07	s 9:17	39.6	Alviso	8.3	s 7:03	#s 3:55	7:15
4:15	s 6:12	s 9:23	42.3	Agnew	5.6	s 6:58	s 3:47	7:00
4:40 PM	6:18 PM	9:35 AM	45.3	Santa Clara	2.6	6:52 AM	3:41 PM	6:40 PM
5:00 PM Ar. Daily	# 6:25 PM Ar. Daily	9:39 AM Ar. Daily	47.9	San Jose (W) 47.9 miles	0.0	6:45 AM Lv. Daily	3:35 PM Lv. Daily	# 6:25 PM Lv. Daily

# Denotes scheduled meeting or passing points.

Oakland Pier, West Oakland and Elmhurst are day and night, and Oakland 1st St., Mt. Eden, Alvarado, Newark, Alviso, Agnew, Santa Clara and San Jose day telegraph offices.

Trains must get clearance card before leaving Oakland Pier, West Oakland, and Santa Clara. (When operator is on duty)

All trains will stop at Arffs on signal.

Westbound trains are superior to trains of the same class in the opposite direction. (See rule 81)

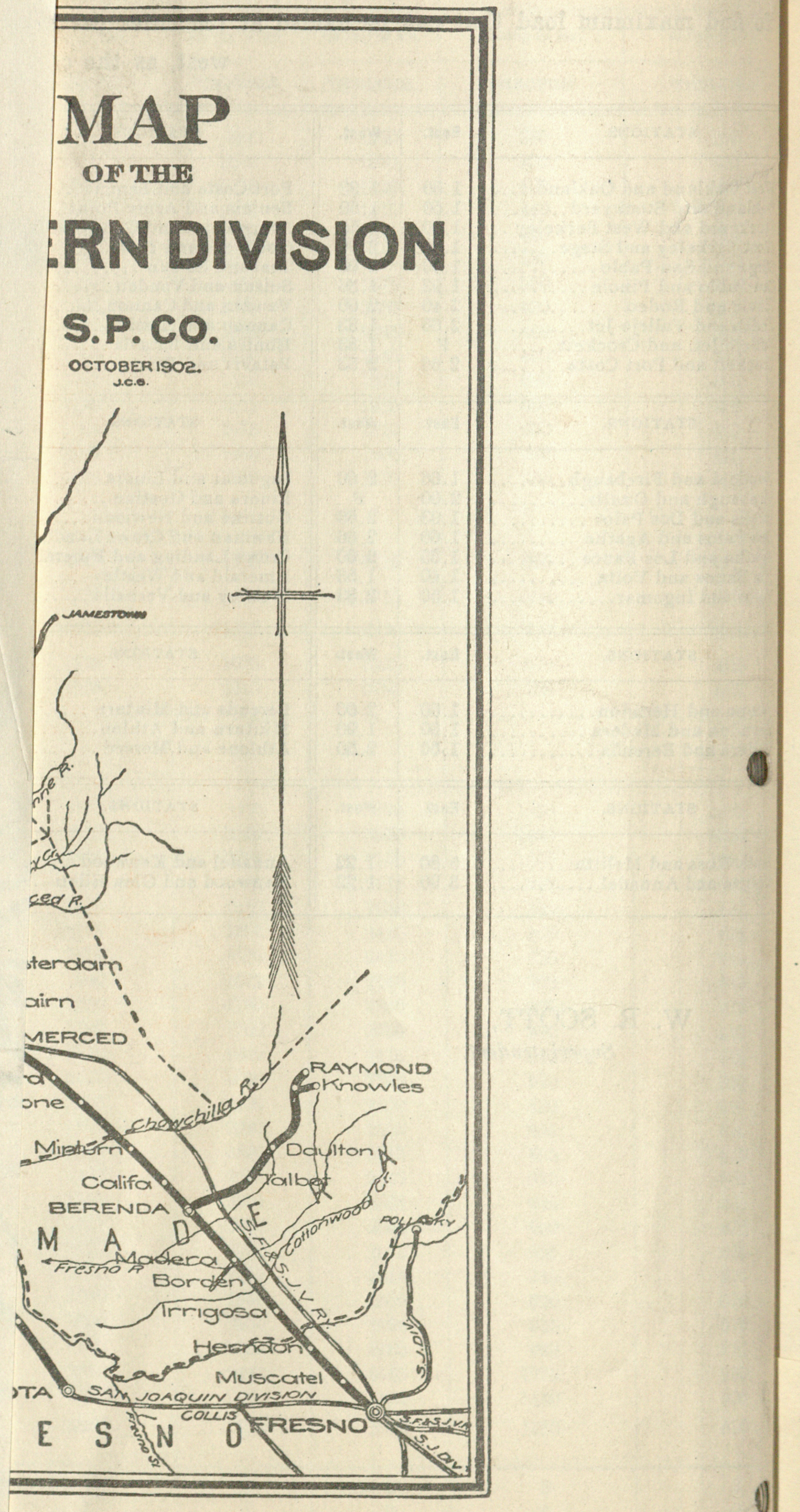
E.E. CALVIN,
Gen'l Mgr.

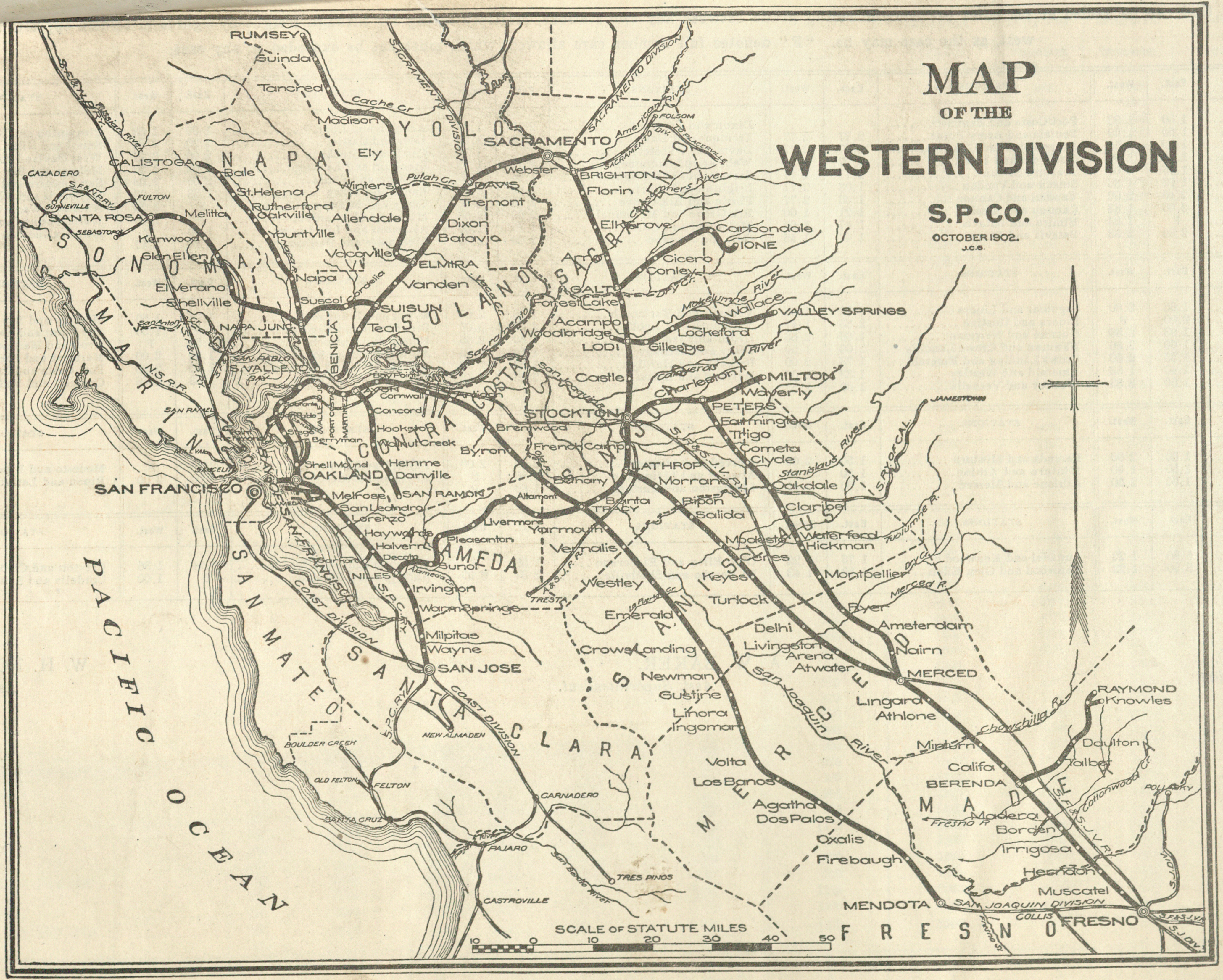
G.F. RICHARDSON,
Supt. Transportation.

W.S. PALMER,
Gen'l Supt.

W.R. Scott,
Superintendent.

WIRE RECEIPT
AT ONCE,
W.R. SCOTT.





MAP
OF THE
WESTERN DIVISION
S.P. CO.
OCTOBER 1902.
J.C.S.

RUMSEY
Guinda
Tancred
Madison
Cache Cr.
YOLO
SACRAMENTO DIVISION
SACRAMENTO
American River
FOLSOM
SACRAMENTO DIV.
TO PLACERVILLE
Webster
BRIGHTON
Florin
Cosumnes River
Elk Grove
Carbondale
IONE
Cicero
Conley
Dry Cr.
Arno
GALT
Forest Lake
Acampo
Woodbridge
LODI
Gillespie
Mokelumne River
Wallace
VALLEY SPRINGS
Lockeford
Calaveras River
Castle
Charleston
MILTON
Waverly
PETERS
Farmington
Trigo
Cometa
Clyde
Oakdale
Stanislaus River
S. RY. OF CAL.
JAMESTOWN
STOCKTON
San Joaquin River
SAN JOAQUIN
SACRAMENTO
LATHROP
Morrano
Ripon
Salida
Claribel
Tuolumne R.
Modesto
Waterford
Hickman
Ceres
Keyes
Montpellier
Dry Cr.
Turlock
Merced R.
Ryer
Amsterdam
Nairn
Delhi
Livingston
Arena
Atwater
MERCED
Lingard
Athlone
Chowchilla R.
Minturn
Califa
BERENDA
RAYMOND
Knowles
Daulton
Talbot
Cottonwood Cr.
POLLASKY
MADERA
Madera
Fresno R.
Borden
Irrigosa
Herndon
Muscatel
FRESNO
S.J. DIV.
S.F.&S.J.V. RY.
COLLIS
SAN JOAQUIN DIVISION
MENDOTA
Firebaugh
Oxalis
Dos Palos
Agatha
Los Banos
Volta
MERCED
STANISLAUS
Ingomar
Linora
Gustine
Newman
Crows Landing
Emerald
Orestimba Cr.
Westley
Vernalis
TRESTA
A.&S.J.R.R.
Yarmouth
Banta
TRACY
Bethany
Altamont
Livermore
Pleasanton
French Camp
Brentwood
Byron
SAN RAMON
Danville
Hemme
Walnut Creek
Hookston
Concord
Cornwall
Bay Point
CONTRA COSTA
Sacramento R.
SOLANO
Vanden
SUISUN
Teal
Cordelia
ELMIRA
Vacaville
Batavia
Dixon
Tremont
DAVIS
Putah Cr.
Winters
Allendale
Ely
NAPA
CALISTOGA
Bale
St. Helena
Rutherford
Oakville
Yountville
Napa
Suscol
NAPA JUNC.
BENICIA
Goodyear
S. VALLEJO
SAN PABLO BAY
PORT COSTA
MARTINEZ
Berryman
Shell Mound
OAKLAND
Melrose
San Leandro
Lorenzo
Haywards
Halvern
Decoto
Alameda Cr.
ALAMEDA
Sunol
NILES
Irvington
Warm Springs
Milpitas
Wayne
SAN JOSE
S.P.C. RY.
COAST DIVISION
SANTA CLARA
NEW ALMADEN
CARNADERO
TRES PINOS
San Benito River
PAJARO
CASTROVILLE
SANTA CRUZ
FELTON
OLD FELTON
BOULDER CREEK
SAN MATEO
SAN FRANCISCO
SAUSALITO
MILL VALLEY
SAN RAFAEL
N.S.R.R.
MARIN
SONOMA
San Antonio Cr.
Shellville
El Verano
Glen Ellen
Kenwood
Melitta
SANTA ROSA
SEBASTOPOL
GUERNEVILLE
FULTON
S.F.&N.P. RY.
CAZADERO
Russian River
PACIFIC OCEAN
FRESNO
SCALE OF STATUTE MILES
10
0
10
20
30
40
50